

CITY OF JENKS



JENKS DOWNTOWN MASTER PLAN

June 23, 2026



walter
p moore

swa



ACKNOWLEDGMENTS

CITY OF JENKS

MAYOR CORY BOX
VICE MAYOR JOHN BROWN
DONNA OGEZ, COUNCILOR
MATTHEW EMMONS, COUNCILOR
CRAIG MURRY, COUNCILOR
ADAM ABEL, COUNCILOR
KEVIN SHORT, COUNCILOR
CITY MANAGER CHRISTOPHER SHROUT
ASSISTANT CITY MANAGER ROBERT CARR

CITY OF JENKS STAFF

MARCAE HILTON, DIRECTOR OF PLANNING
BRANDON MACY, CITY CLERK
KATIE BUTTERFIELD, DIRECTOR OF COMMUNICATIONS
TANNER RUSH, DEVELOPMENT COORDINATOR
JARRETT DENTON, STAFF ENGINEER
ANTHONY WILKINS, CITY ENGINEER
BARRY PARSONS, PUBLIC WORKS DIRECTOR
TERESA NOWLIN, CITY ATTORNEY

DEVELOPERS/ BROKERS

RED DOG CONSTRUCTION
FREEFORM
PAIN COMMERCIAL REAL ESTATE
COSTAR REPRESENTATIVES
HINES DEVELOPMENT
PRICE EDWARDS AND COMPANY

PARTICIPANT GROUPS

JENKS GARDEN CLUB
JENKS POLICE DEPARTMENT
JENKS FIRE DEPARTMENT
OKLAHOMA AQUARIUM
JENKS PUBLIC SCHOOLS
JENKS CHAMBER
ELEVATE JENKS
PLANNING COMMISSION
TECHNICAL ADVISORY

CONSULTANT TEAM

BECK DESIGN
SWA GROUP
HUNDEN PARTNERS
WALTER P. MOORE



A special than you to Downtown business owners, members of the community, and other stakeholders who provided meaningful input to guide this work.

TABLE OF CONTENTS

INTRODUCTION

PURPOSE	6
VISION	7
METRICS	8
MARKET DEMAND ANALYSIS	10
FINANCIAL FEASIBILITY ANALYSIS	12
ECONOMIC IMPACT ANALYSIS	14
PARKING ANALYSIS	15

KEY ZONES:

EVENTS CORRIDOR	19
WALK OF FAME	20
WEST GATEWAY	21
MAIN STREET.....	22

MASTER PLAN FRAMEWORK:

MAIN STREET VACANCIES	25
PARKING	26
STREET SECTIONS	31
MAIN STREET VISION	32
DISTRICT CONNECTIVITY	37
UTILITIES + INFRASTRUCTURE	46

NEW PROJECTS:

WEST GATEWAY DEVELOPMENT	49
CHARACTER IMAGERY	52
WEST GATEWAY VISION	56

IMPLEMENTATION:

IMPLEMENTATION RECOMMENDATIONS	65
--------------------------------------	----

APPENDIX

SITE FURNISHINGS	72
PLANTING DESIGN GUIDELINES	87
REFERENCE PROJECTS	105
MAIN STREET - STREETSCAPE OPTIONS	138
WEST GATEWAY LOT OPTIONS	149



Jenks OK, Source: Google Earth

INTRODUCTION

PURPOSE

The purpose of the plan is to share a common vision for downtown and identify strategies for implementation. The JENKS downtown master plan builds upon previous studies for the revitalization of the city of JENKS including the 2020 horizon JENKS comprehensive plan, 2022 transportation master plan, and the 2015 INCOG JENKS Go Plan, by combining all the information and bringing forth ideas and recommendations relevant to the micro downtown district.

While the master plan absorbs familiar concepts from those previous studies, this plan takes a different approach to the revitalization of downtown. An economic and market demand study provided data outlining potential future developments, the master plan focuses on catalyzing transformation through investing in the public realm, upgrading utilities and infrastructure to support ongoing and future development, and formalizing a strategy for shared parking that unlocks development potential for future and existing businesses to thrive, while allowing for housing growth and other diverse uses to energize the city of JENKS.



VISION

TO REPOSITION DOWNTOWN AS THE HEART AND SOUL OF JENKS

The desired outcome of the master plan is revitalization with focus on authenticity of place. Focused energy and investment in specific areas of downtown build upon the existing strengths and assets to leverage the energy building around current catalysts between first and third street.

The master plan framework is structured around strengthening four key zones;

Events Corridor
Walk of Fame
West Gateway Lot
Main Street

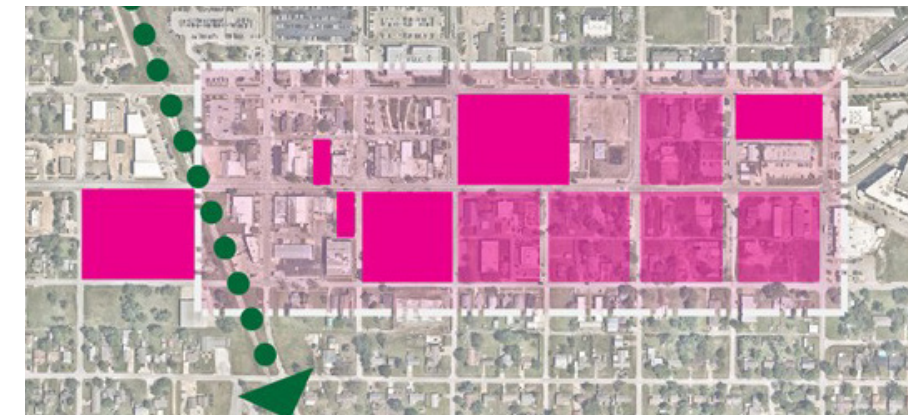
A central component to the framework is the development of the west gateway lot - creating a multi-use gathering space that serves as both a physical and visual transitions to the heart of downtown.

The vision is to position downtown JENKS as the community center of choice to experience a vibrant and diverse culture through living, working, shopping, dining and civic events. The vision is a vibrant downtown reminiscent of the past but looking to the future with families sitting, chatting, and strolling throughout.

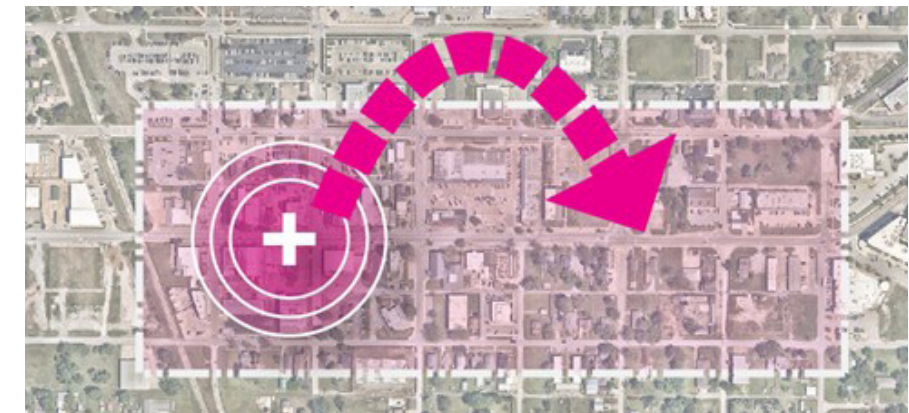
Enhance the west gateway into the downtown core.



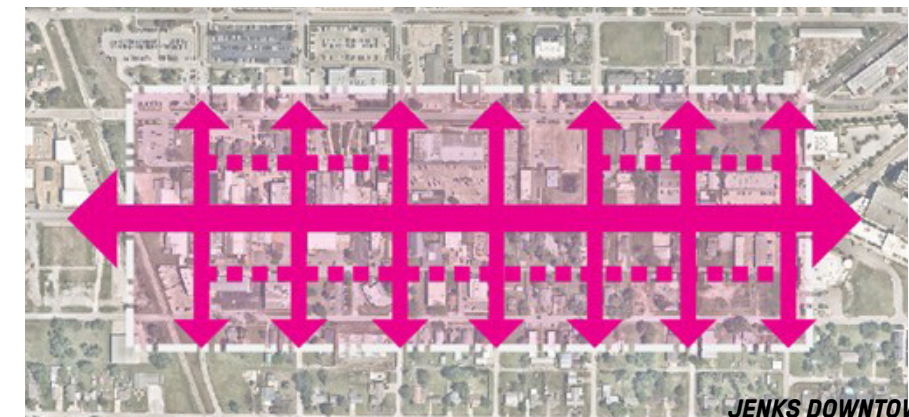
Strengthen key opportunity sites with all age amenities.



Build upon the existing high-quality character of Western downtown.



Create more vibrant pedestrian realm.



METRICS

Shaping Downtown

Urban planning and placemaking will respond to the area’s unique character, history and physical environment. Solutions will focus on capturing the imagination , while being realistic and manageable, but remaining flexible enough to adjust to changing conditions and needs over time.

Tools and data used:

- Market Demand Analysis
- Financial Feasibility Analysis
- Economic Impact Analysis
- Current Conditions Parking Analysis

Prior documentation reviewed

- Horizon JENKS Comprehensive Plan, September 2020
- Transportation Master plan, August 2022
- JENKS Code of Ordinances UDO, October 2022
- INCOG JENKS GO Plan, 2015 – Ongoing
- Library Lot RFP Responses

Managing Downtown

Maintaining a high-quality and welcoming physical environment requires regularly planned maintenance, in terms of hardscape and softscape elements, furnishings, infrastructure, as well as a continuous focus on making incremental improvements.

Tools and data used:

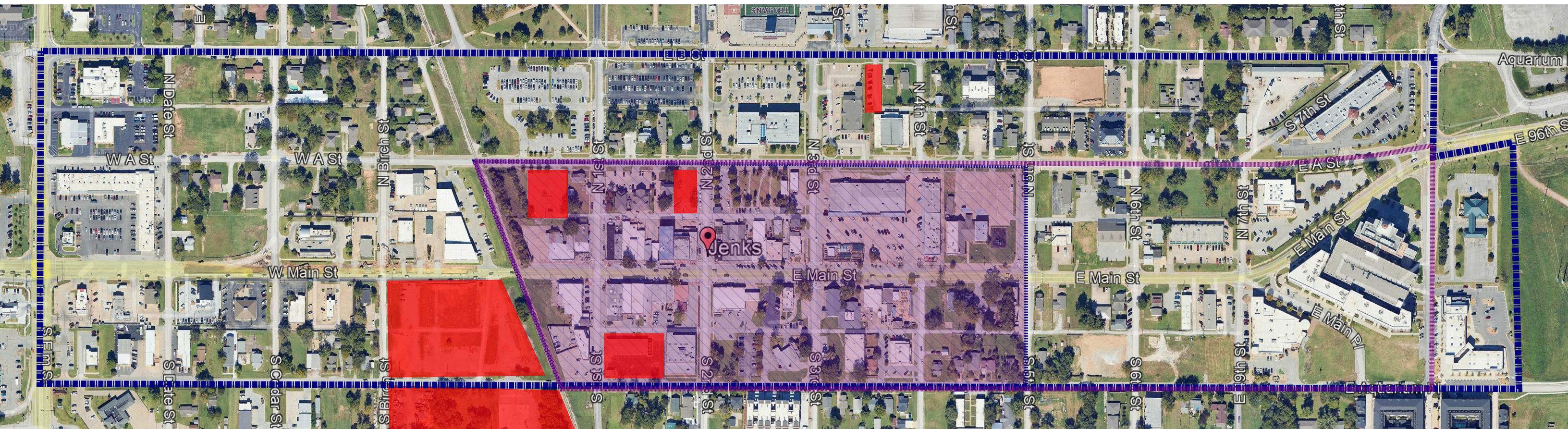
- Site Furnishing Selection
- Planting Design Guidelines
- Future Demand Parking Analysis
- Building Stock Analysis

Experiencing Downtown

The downtown user experience should be akin to serving as the city’s living room or backyard. Urban open space frameworks should promote community interaction, healthy lifestyles, and innovation exchange. Downtown will be rooted in the site, and focused on the resilience of the existing urban structure framework.

Tools and data used:

- Streetscape Precedents Analysis
- Benchmark Project Analysis
- Parking Preference Survey
- JENKS Block-By-Block Survey



Parking Analysis Boundary



Parking Analysis Micro-Boundary



Master Plan Boundary



Master plan Analysis



City owned Land



MARKET DEMAND ANALYSIS

WHERE ARE YOU NOW?

This effort aims to generate economic growth, foster synergy with the surrounding Downtown District, and enhance the area’s appeal for residents and visitors alike. The analysis will assess current and future market conditions, identify demand opportunities for mixed-use development, and recommend priority projects and amenities that align with the City’s vision. The overarching goals include: Generate Economic Growth, Foster Vibrant Redevelopment, Strengthen Synergy with the District.

Where are you now?

Analyzed demographic and trade area data along with the current supply and demand for commercial, hospitality, residential, and conference/entertainment assets to identify gaps in the market that could potentially be addressed by new development within the Study Area.

	Office	Retail/ Restaurant	Residential	Entertainment	Conference/ Meeting Space	Supportive Hotel	Walkability/ Destination Appeal
Supply (Downtown)	Moderate	Good	Low	Moderate	Low	Low	Moderate
Low Moderate Good Rankings are based on feedback from key stakeholders, market research, and how Jenks Downtown District stacks up within the competitive market.	Increased demand for office space within the downtown area. Minimal projected office development over the next two years.	Retail assets are the top-performing properties in downtown Jenks, serving and the primary draw for visitors to the area. Unmet demand for additional retail and restaurant options downtown. Many retail spaces remain underutilized, presenting opportunities for growth.	Only 150 housing units are planned to deliver in the submarket within the next two years (located in Bixby). Additional multifamily development is crucial to meet population growth and rising housing demand as most housing supply is limited to single family.	Opportunities to expand year-round visitation by hosting more festivals and events downtown with a targeted marketing strategy. Growing need for additional entertainment anchors to encourage full-day downtown engagement.	Jenks is losing business to regional competitors due to lack of large event spaces. Inadequate hotel accommodations further limit the ability to host significant events.	Insufficient hotel accommodations for larger events and overall out-of-town visitation, only three hotel properties exist within city limits. The casino offers the most rooms at a single property but does not appeal to all visitor demographics.	Stronger walkability and higher density are needed to enhance the downtown. Rising safety concerns regarding traffic emphasize the need for improved traffic control Measures.

As the local population increases within and surrounding the Study Area, the need for additional commercial development will increase to support the residential base. Family-friendly assets are needed in a more walkable, mixed-use environment that not only support residents, but also encourages tourism.



Available JENKS development assistance programs:
JENKS Development Project Assistance
JENKS Commercial Kitchen Loan Program
JENKS Retail recruitment
JENKS BIG (Business Improvement Grant)
Facade Improvements
Signage Improvements
Landscaping/ Public Space Enhancements

MARKET DEMAND ANALYSIS

WHAT ARE THE OPPORTUNITIES?

Key Market Indicators

Population Growth 63.6%

Since 2010, Jenks' population has increased by 63.6 percent indicating a significant demand to live in the market.

Daily Traffic Volume 10,000+

Average daily traffic volume exceeds more than 10,000 cars on Main Street, showing a significant level of capturable visitors.

Household Income \$104,970

According to the US Census Bureau, the median household income in 2023 for Jenks, is more than 50 percent higher than Tulsa County.

Drive-in Market 6.5M

The population within a three-hour drive from Jenks reaches approximately 6.5 million people across Oklahoma, Kansas, Arkansas, and Missouri.

JENKS population can be segmented into three categories: Workday Drive, Boomburbs, and Rustbelt Traditions. Together they comprise 83.6% of the total population. These population segments are typically family oriented and prefer convenience, but have commute to job centers.

Communities must collaborate with engaged municipalities to develop a downtown program that aligns with their unique identity, as well as the needs and aspirations of residents. Simply replicating another city's approach often falls short, as it may not address the specific needs or character of the community.

Workday Drive

Percent of Jenks: 52.5%
Median Household Income: \$90,500
Median Age: 37.0

Boomburbs

Percent of Jenks: 16.3%
Median Household Income: \$113,400
Median Age: 34.0

Rustbelt Traditions

Percent of Jenks: 14.8%
Median Household Income: \$51,800
Median Age: 39.0

Key Takeaways

Jenks has experienced a significant amount of growth over the past decade. The population has increased more than 60 percent largely predicated on the strength of the public school system as well as current and future development of the city.

Daily Traffic Volume

Jenks has significant major thoroughfare traffic with its proximity to State Highway 364, which reaches a daily traffic volume of 54,000. With that, Main Street Jenks exceeds 10,000 cars in daily traffic volume.

Key Visitation Assets

Jenks has numerous visitation assets that draw in visitors, most notably from the Oklahoma Aquarium and Premium Outlet Mall. The visitation generating assets in Jenks totaled approximately 7.3 million visits with an average across the seven attractions exceeding 640,000 visits each.

FINANCIAL FEASIBILITY ANALYSIS

HOW DO WE GET THERE?

Office Market

A strong opportunity exists for smaller-scale, high-end office spaces that can support local corporate tenant plans to reduce and relocate their headquarter offices. Co-working and shared office spaces have gained significant popularity nationwide, yet JENKS has not fully leveraged this expanding market opportunity.

Retail Market

A large development opportunity has emerged to create a walkable destination development with a diverse mix of retail offerings. There are market opportunities for experiential, location-based entertainment concepts, as well as diverse food & beverage options within the JENKS Downtown District.

Residential Market

As JENKS continues to grow and evolve, there is significant potential for the development of mixed-use multifamily units. This aligns with a shifting focus toward diversifying residential options in downtown JENKS. Currently, there is an emphasis on for-sale housing, however, the number of homes sold has, on average, decreased every year since the pandemic with the rise of home values.

Entertainment & Public Gathering space Market

JENKS experiences a disparity in visitation between its high-profile attractions, such as the Oklahoma Aquarium and Premium Outlet Mall, and the downtown area. This gap can be bridged through the development of additional complementary retail, dining, and entertainment offerings.

Meeting Space Market

Given current demand, it's important to focus on fully utilizing and promoting the existing event spaces in the area. Instead of building new venues, JENKS can maximize the potential of the current facilities through better marketing and outreach. This will help attract more events, support the local economy, and ensure the community remains a vibrant destination for meetings and events.

Hotel Market

As new commercial, residential, and meeting facilities are developed, the demand for quality hotel accommodations is likely to increase, providing a strong case for new hotel projects. This growth could enhance JENKS' appeal as a destination for both business and leisure travel, fostering a more robust hospitality sector and supporting the broader regional economy.

Case Studies

Local & Regional Examples

Bentonville Downtown Square

The Rose District

National Examples

Downtown Paducah

Downtown Summerville

The Woodlands Town Center

Aspirational

Carmel Arts & Design District

Downtown Chattanooga

Downtown Overland Park

FINANCIAL FEASIBILITY ANALYSIS

RECOMMENDATIONS

Timeline	Office	Restaurant and Retail	Housing (Multifamily & For-Sale)	Entertainment	Parks, Trails & Nature Assets	Hotels	Conference Center/Event Spaces
Short-Term (1–5 Years)	50,000 SF (4 – 6 tenants) with additional space for coworking	40,000 SF (10 – 12 tenants) Ground-floor retail Variety of dining options/boutique retail	150 Multifamily Units and 25 Townhomes	Maximize visitation and fully leverage the activation potential of the aquarium expansion	Public Plaza, Green Spaces, Charging Stations, Bike Stands	Unique Boutique hotel (80 – 110 rooms)	Maximize utilization of current spaces
Medium-Term (5–10 Years)	Flexible coworking & office spaces	50,000 SF (8 – 10 tenants) Upscale retail with continued focus on vertical development	200 Multifamily Units and 50 Townhomes	Additional family-friendly eatertainment attraction(s) designed to complement and enhance existing assets	Improved connectivity to the riverfront, along with infrastructure for water activations	Select-service branded hotel properties (120+ rooms)	Distinctive downtown event space capable of hosting 100 attendees
Long-Term (10–20 Years)	Enhanced corporate representation locally	Enhance density & entertainment anchors	Additional Multifamily Units as needed	Increase the frequency and diversity of events and festival activations	Create pedestrian-friendly walkways for seamless access	Full-service hotel with meeting space	Full-service hotel with meeting space
Total Build-Out	50,000+ SF	90,000+ SF	425+ Units	-	-	200+ Rooms	-

ECONOMIC IMPACT ANALYSIS

A transformative mixed-use development can serve as a catalyst for growth and modernization in JENKS, enhancing its role as a regional hub for business, tourism, and quality living. One large development or capitalizing on using vacant spaces provides economic and community impact in the following forms:

- Job creation
- Increased tax revenue
- Strengthened downtown core
- Enhanced quality of life
- Regional draw

The analysis to the right evaluates the recommended development scenario by each asset type. The operating performance of the mixed-use components included in Phase One of the Project are summarized in the table below along with projected Phase One supportable private financing.

30-Year Summary of Impacts	
Spending	\$ (millions)
Direct	\$496
Indirect	\$159
Induced	\$121
Total	\$776
Earnings	\$ (millions)
Onsite Office	\$5
Direct	\$120
Indirect	\$35
Induced	\$32
Total	\$192
FTE Supported	Peak
Onsite Office	161
Direct	90
Indirect	16
Induced	15
Total	282
Fiscal City Impact	\$ (millions)
City Sales Taxes	\$18
City Hotel Taxes	\$7
City Property Taxes	\$30
Total	\$55

Average Annual Impact	
Spending	\$ (millions)
Direct	\$16
Indirect	\$5
Induced	\$4
Total	\$25
Earnings	\$ (millions)
Onsite Office	\$0.2
Direct	\$4
Indirect	\$1
Induced	\$1
Total	\$6.2
FTE Supported	Peak
Onsite Office	158
Direct	89
Indirect	15
Induced	15
Total	277
Fiscal City Impact	\$ (millions)
City Sales Taxes	\$0.6
City Hotel Taxes	\$1
City Property Taxes	\$0.2
Total	\$1.8

PARKING ANALYSIS

CURRENT INVENTORY

Parking Occupancy

Parking inventory and utilization was collected in October 2024 for weekday and weekend occupancy (Wednesday 10/9, Friday 10/11, Saturday 10/12) from 10AM to 10PM. ULI-based shared parking methodology is used to calculate current parking demand.

Findings for micro-boundary

Peak occupancy: Friday 12pm
 Micro-boundary: 35% Occupied

Peak demand

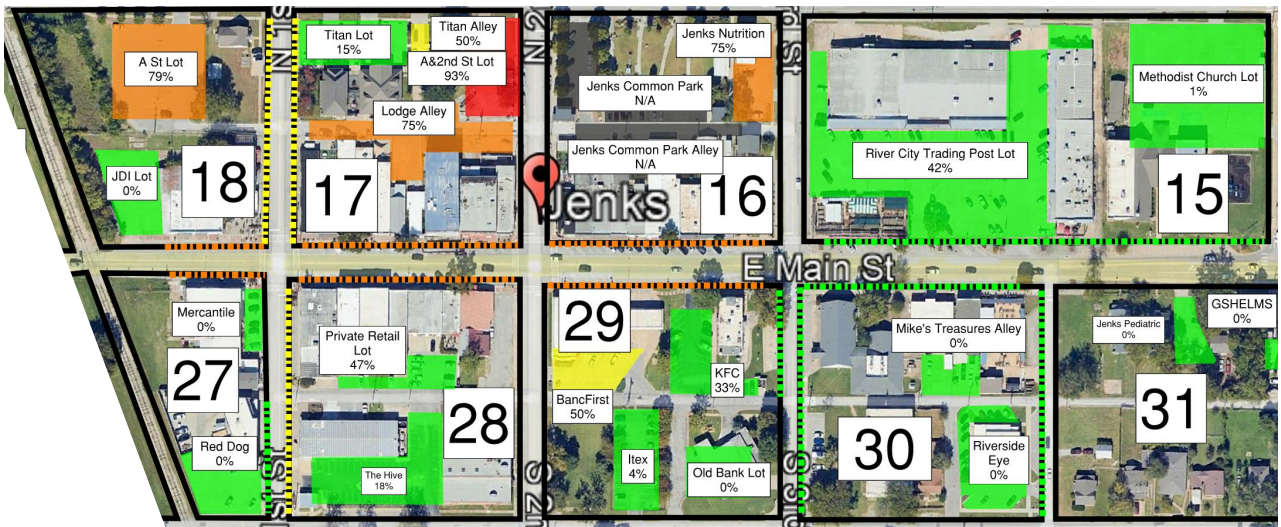
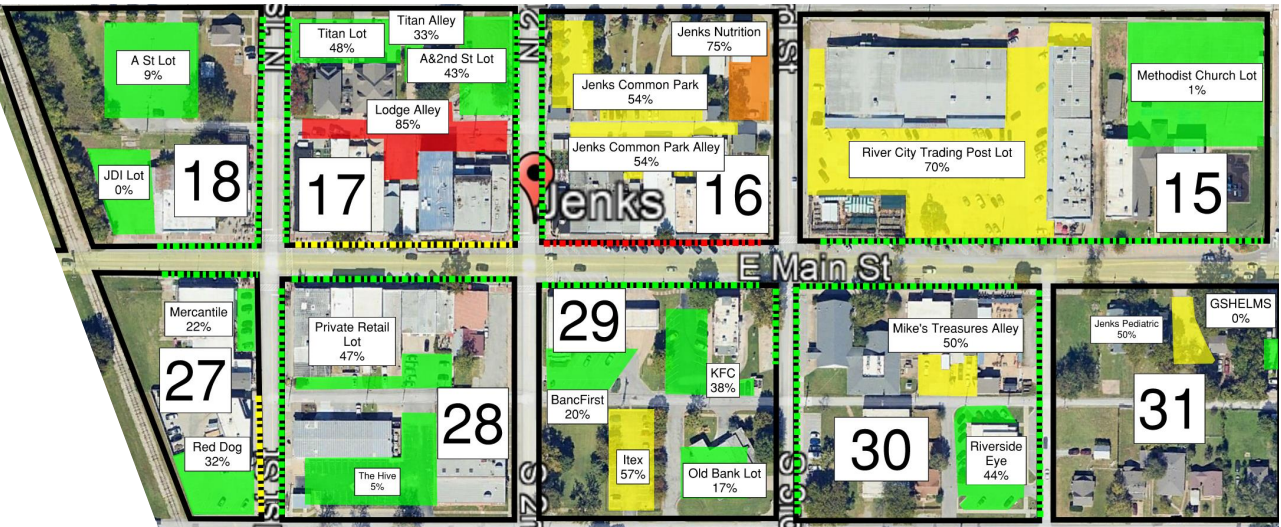
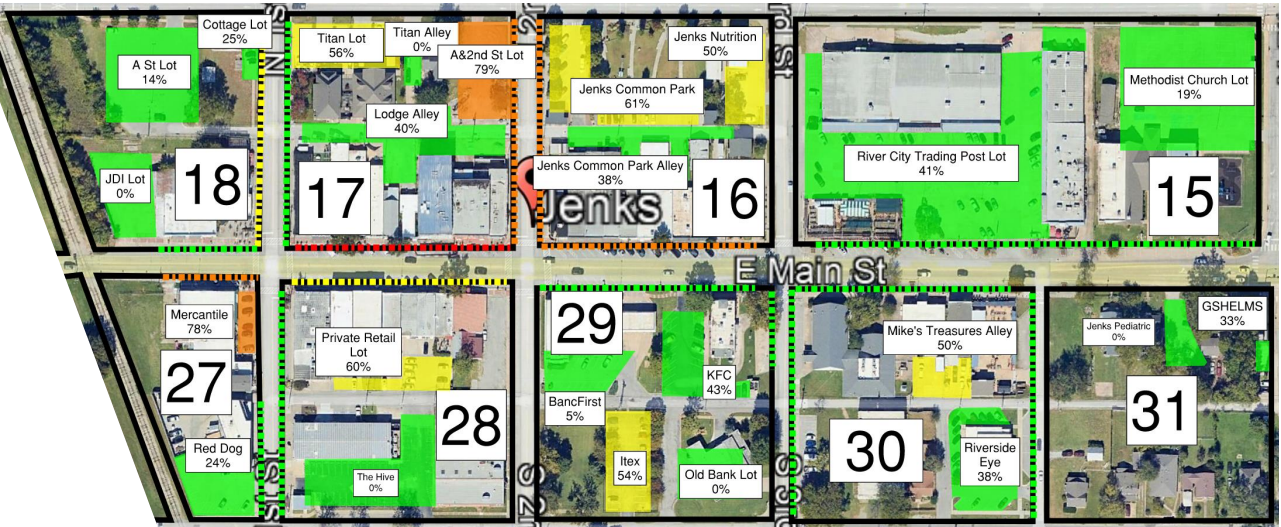
Date: December weekday, 1pm
 Demand: 578
 Inventory: 829
 Percentage used: 70%

Observations

- There is no charge for parking throughout the study area
- The only time limits are on Main Street between the railroad tracks and S 2nd St where there is a two-hour time limit between 8am and 6pm
- The time limits are not enforced
- Merchants are parking in the on-street parking spaces in front of their businesses
- Pedestrians often cross in non-crosswalk areas and not in the dedicated pedestrian paths
- There is minimal way finding signage to parking locations

LEGEND

Legend	0-49%	50-69%	70-84%	85-100%	>100%
--------	-------	--------	--------	---------	-------

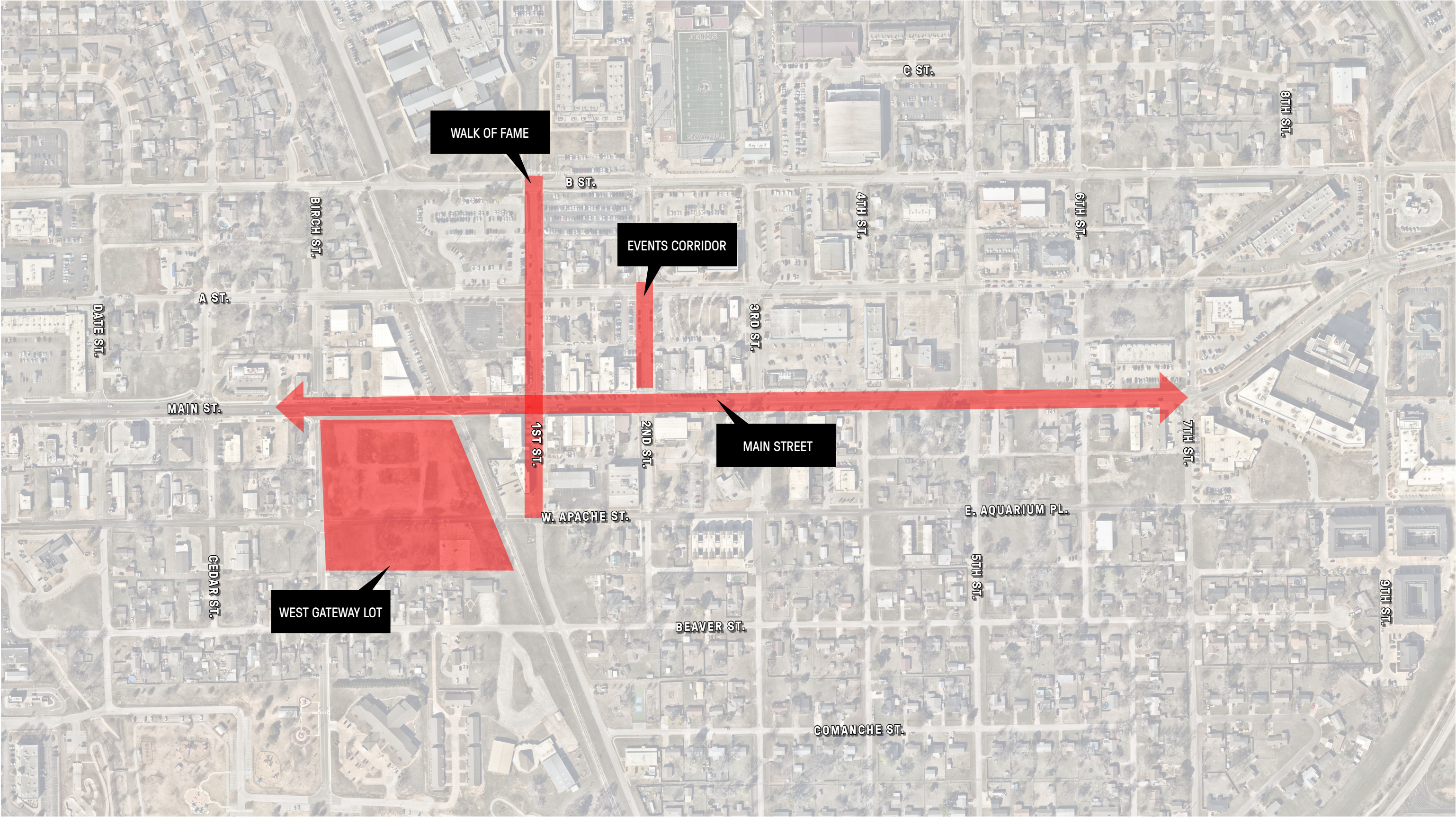




Jenks America Food Truck Festival/ Parking Preference Survey

KEY ZONES

FOUR KEY ZONES



300 FT



EVENTS CORRIDOR

STRENGTHS:

- City/School-Owned public green space
- Energy from adjacent residential housing, businesses, and JENKS High School
- Walking distance to main street
- Easy access from multiple streets/alleys

CHALLENGES:

- Downtown Commons Park is underutilized
- Lacks programming for activation
- Lack of neighborhood-centric services
- Discontinuous pedestrian fabric

OPPORTUNITIES:

- Create larger framework of public gathering
- Relocate seasonal activities to 2nd Street in lieu of Main Street closure
- Promote infill development (large and small) in vacant lots surrounding park

Main street serves as the setting for multiple large community events throughout the year requiring closing off this main thorough-fair. A dedicated “event corridor” located on a secondary street would allow for more frequent temporary closure for such events.



WALK OF FAME

STRENGTHS:

- Partnership between the City of JENKS and JENKS Public Schools
- Walking connector between school and main street

CHALLENGES:

- Lack of energy/activity
- High degree of (school) parking lots
- Discontinuous sidewalks

OPPORTUNITIES:

- Strengthen connection to school/ school pride
- Mark northwest gateway to downtown
- Activate 1st street
- Promote creative development catering to families/ students
- Seek park-share strategies with school

Experiencing the walk from downtown to JENKS High School should first and foremost prioritize the pedestrian experience. Shifting the functional character from largely vehicular-oriented to a more walkable urban setting Accommodating non-vehicular transit will pay long-lasting dividends by drawing more people between school and downtown activities, achieving a more activated urban environment.



WEST GATEWAY

STRENGTHS:

- City-Owned lots
- Diverse uses and building typologies around vacant lots
- Walking distance to main street
- Easy access from multiple streets

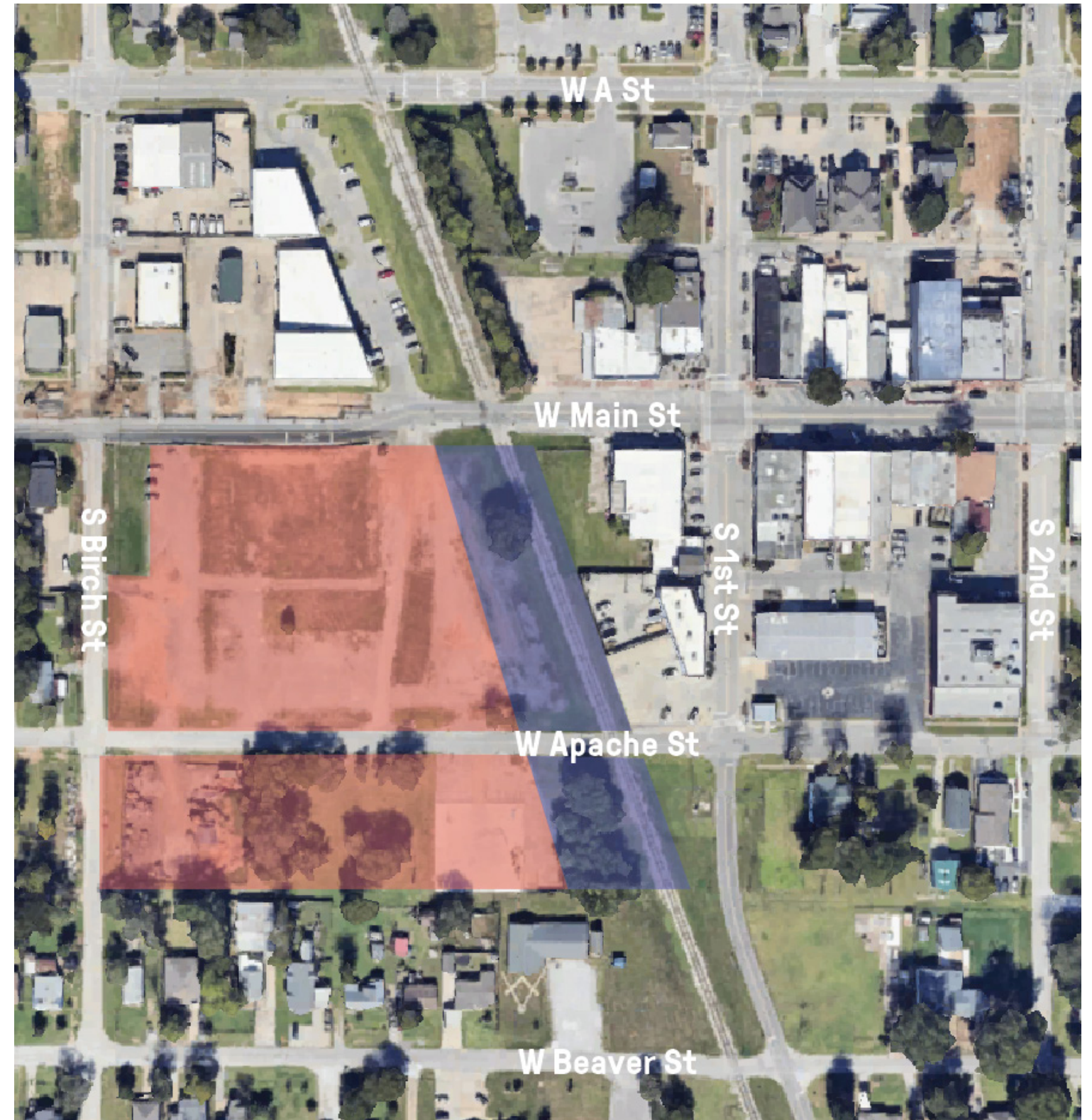
CHALLENGES:

- Existing active rail line creates barrier to the east
- Transition of street treatment from boulevard to typical street
- Discontinuous pedestrian fabric

OPPORTUNITIES:

- Create larger framework of public gathering
- Strengthen connection to adjacent neighborhood
- Mark west gateway to downtown
- Transition and extend downtown to the west
- Promote infill development (large and small) in vacant lot

The West Gateway currently provides an underwhelming access point into downtown. This key area should be re-shaped to afford a more compelling visual character, while also utilizing similar materials and aesthetic Character as the downtown core to create a unified identity and a focus on prioritizing the non-vehicular user experience.



MAIN STREET

STRENGTHS:

- Human-scale design
- Mix of shopping and dining options
- Charm and character
- Convenient access to local businesses

CHALLENGES:

- Sidewalks are narrow and need replacement in multiple areas
- No buffer between pedestrians and moving traffic
- Lack of green infrastructure
- Limited way finding signage and district identity
- Undersized parking stalls
- Limited/no visibility at intersections
- Pedestrian safety at crosswalks

OPPORTUNITIES:

- Create a framework that reinforces identity of downtown district
- Strengthen connection through entire district
- Add placemaking elements
- Promote multimodal access to downtown shops and restaurants
- Promote development (large and small) in vacant building stock

Downtown JENKS features a charming, human-scaled building proportions with active storefronts, string lighting, and convenient on-street parking that support the potential for a vibrant downtown atmosphere. However, the lack of greenery, narrow sidewalks, and limited pedestrian buffers reduce comfort and walkability. Minimal way finding signage and cohesive branding pose challenges for both safety and identity. Enhancements like trees, wider sidewalks, multi-modal infrastructure, and placemaking elements could significantly improve the street's functionality and appeal.

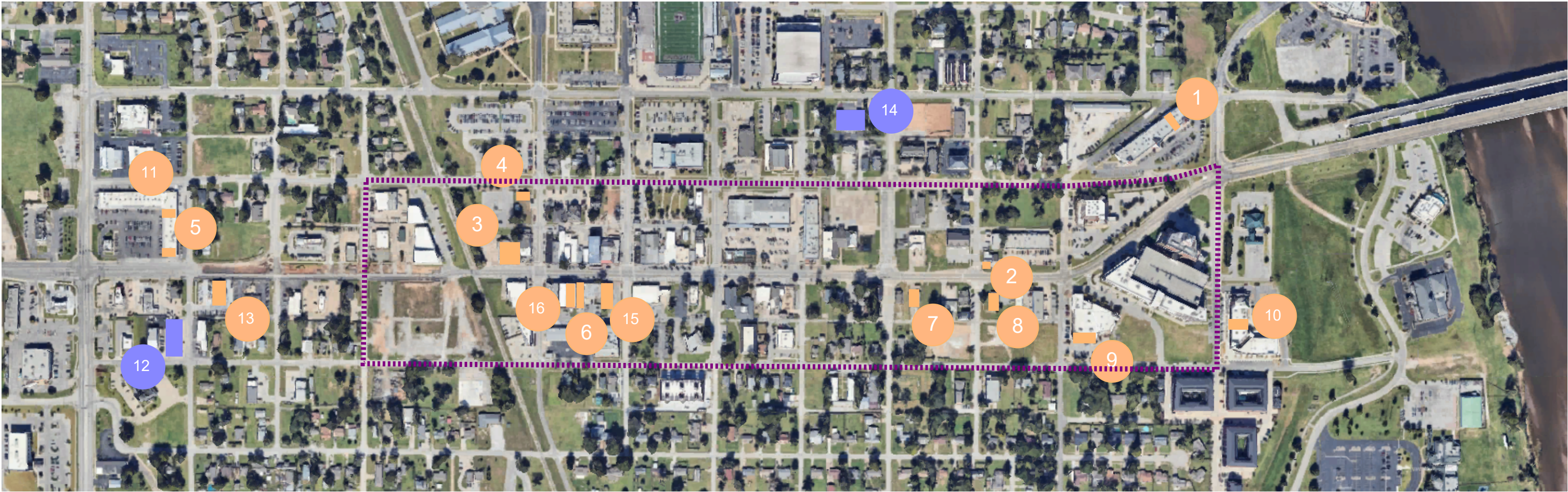




Jenks Herb and Plant Festival/ Parking Preference Survey

MASTER PLAN FRAMEWORK

MAIN STREET VACANCIES



- 1

Retail
1,184 sf
- 2

Retail/Bar
2,731 sf
- 3

Retail
5,058 sf
- 4

Retail
1,040 sf
- 5

Retail
2,100 sf
- 6

Retail
2,694 sf
- 7

Retail
1,320 sf
- 8

Retail
2,890 sf
- 9

Retail
16,372 sf
- 10

Retail
10,247 sf
- 11

Retail
1,485 sf
- 12

Office
3,250 sf
- 13

Retail
4,112 sf
- 14

Office
7,117 sf
- 15

Retail
2,861 sf
- 16

Retail
4,061 sf

Vacant space is a challenge to the economic and social vitality of JENKS Downtown. Healthy downtown’s typically have less than 5% storefront vacancy.

The vacancies within downtown would not absorb the current market gap, but revitalizing main street will have a great impact on activating those vacant storefronts.

Market gap recommendations:

	Demand	Vacancy	Deficit
Office	50,000 GLA		50,000 GFA
Retail	40,000 GLA	39,027 GFA	973 GFA
Residential Multifamily	150 UNITS		200,000 GFA
Residential Town-Homes	25 UNITS		73,333 GFA
Boutique Hotel	80 KEYS		106,667 GFA

PARKING

FOSTERING GREAT STREETS

A well-managed parking system is vital to the economic success of Downtown. The goal is to develop an efficient, cost-effective, and customer-focused parking management plan that will leverage Downtown's parking assets to support continued growth and development.

Counter to the perception that there is 'not enough parking' in Downtown, parking analysis shows there are 251 surplus parking spaces (in surface lots, on streets, and in parking garages). This equates to about 70% utilization. Much of the current supply is underutilized with a few pockets in high demand. Based on ULI projections, newly opened restaurants, additional office and retail spaces, and the planned reduction in inventory based on the proposed streetscapes will increase the occupancy to 95%. A parking system functions best when it is 85% or less occupied. An additional 92 spaces is needed for the micro-boundary to accommodate the projected future demand.

The blocks in and immediately surrounding the downtown core are primarily vehicular-oriented in nature, reducing the opportunity for greater vibrancy and activity in these areas. The downtown core should prioritize a more pedestrian-focused condition, including adding sidewalks where missing, promoting non-vehicular transportation, and utilizing traffic-calming measures to encourage more safe, welcoming pedestrian activity.

Experiencing downtown should first and foremost prioritize the pedestrian experience. Shifting the functional character from largely vehicular-oriented to a more walkable urban setting — with inviting outdoor areas. Spaces like plazas and promenades will provide the greatest benefit in both the near- and long-term future of downtown. Accommodating non-vehicular transit will pay long-lasting dividends by drawing more people, achieving a more activated urban environment. Adding new street trees and street furniture will similarly provide a more comfortable user experience and a greater sense of place.

Great Activity + Destination: Offering inside-outside quality where indoor activity spills onto the street.

Safe: Slow streets are not only a way to foster places that are more comfortable for people, they are also a way to make places safer.

Inviting: Great streets are the result of thousands of tiny details that involve the design of their buildings, landscaping, sidewalk features, and street layouts.

Spaces for lingering: People spend more time in places where they feel comfortable, where there are features that capture their attention or interest, and where their basic needs are met.

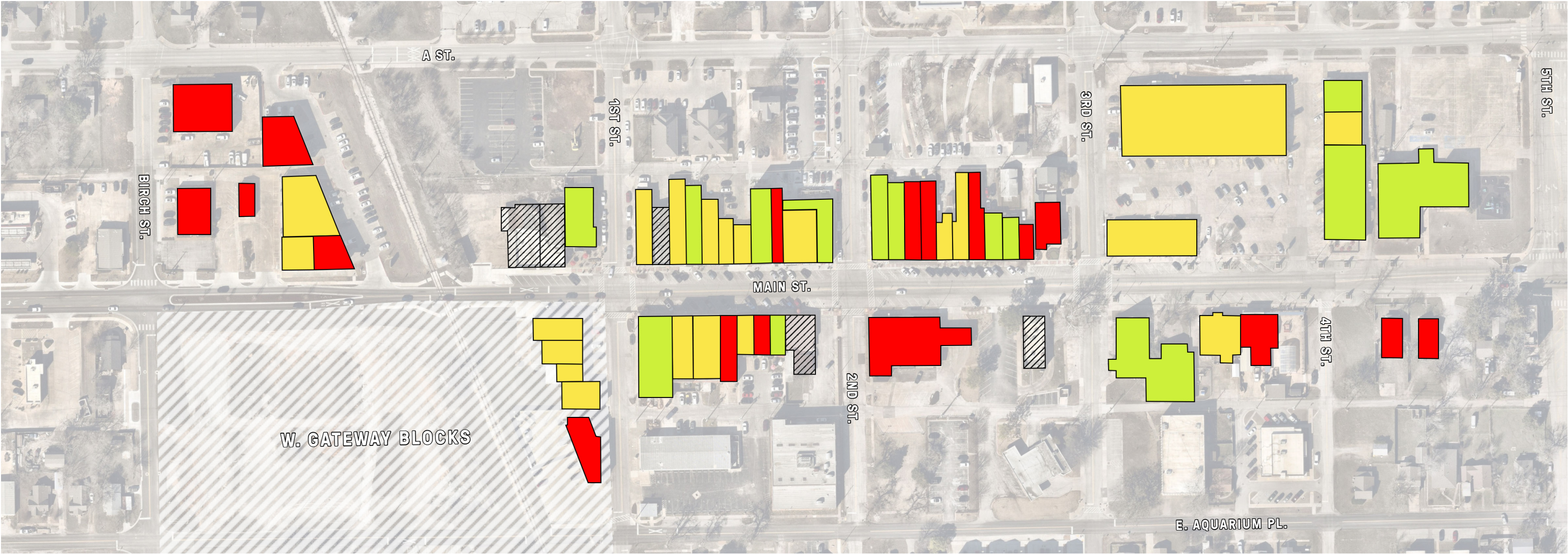
Unique/ Authentic: There are a multitude of ways to showcase a community's identity, history, or local assets. Fundamentally, it's up to local communities to figure out what story they want their streets to tell.

Accessible: Great streets are true meeting grounds of local society - where people of different ages, abilities, and income levels intersect and interact.

Flexible: Great streets need to work year round, even in challenging weather conditions. Streets have enormous capacity to be flexible spaces that can meet multiple community goals, especially when they are designed with that purpose in mind

PARKING
MAIN ST. POTENTIAL PARKING

EXISTING BUILDING USAGE ANALYSIS



ANALYSIS LEGEND:

 HIGH FRONTAGE PRIORITY
DINING, BARS, RELIGIOUS
INSTITUTIONS

 MEDIUM FRONTAGE PRIORITY
SHOPPING, EDUCATION,
RECREATION/LEISURE

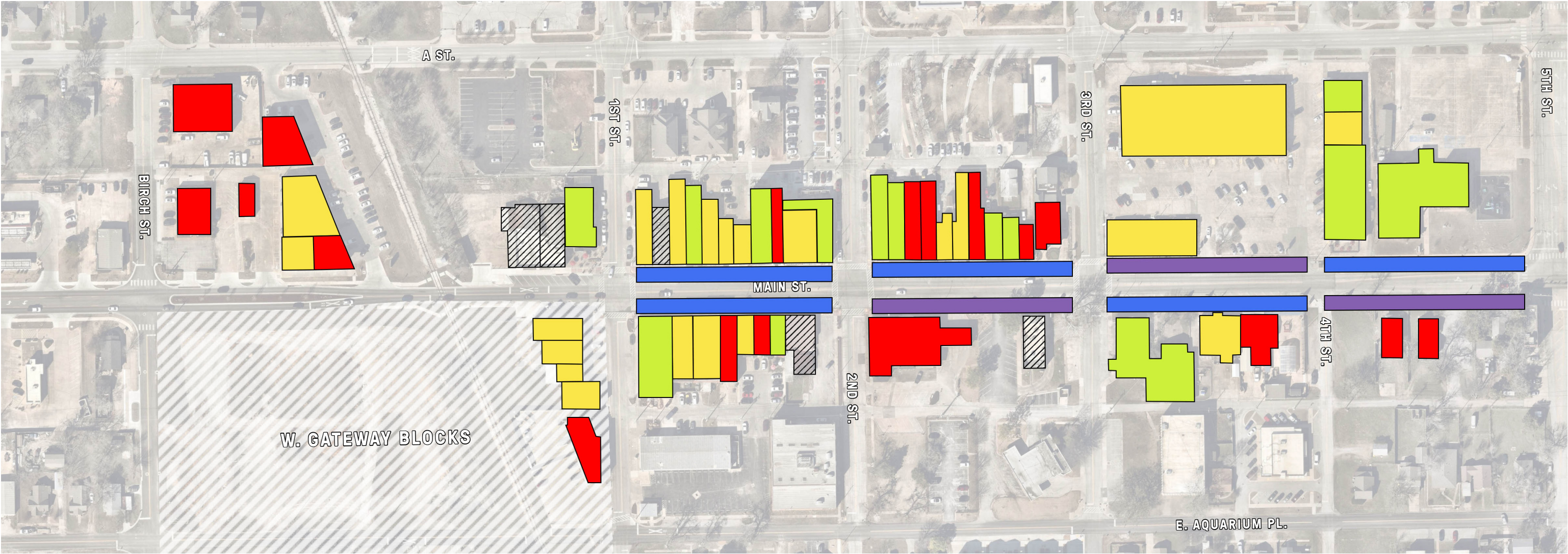
 LOW FRONTAGE PRIORITY
SERVICES, RESIDENTIAL,
FINANCIAL INSTITUTIONS

 BUILDING VACANCY



PARKING
MAIN ST. POTENTIAL PARKING

POTENTIAL PARKING STRATEGY



PARKING LEGEND:

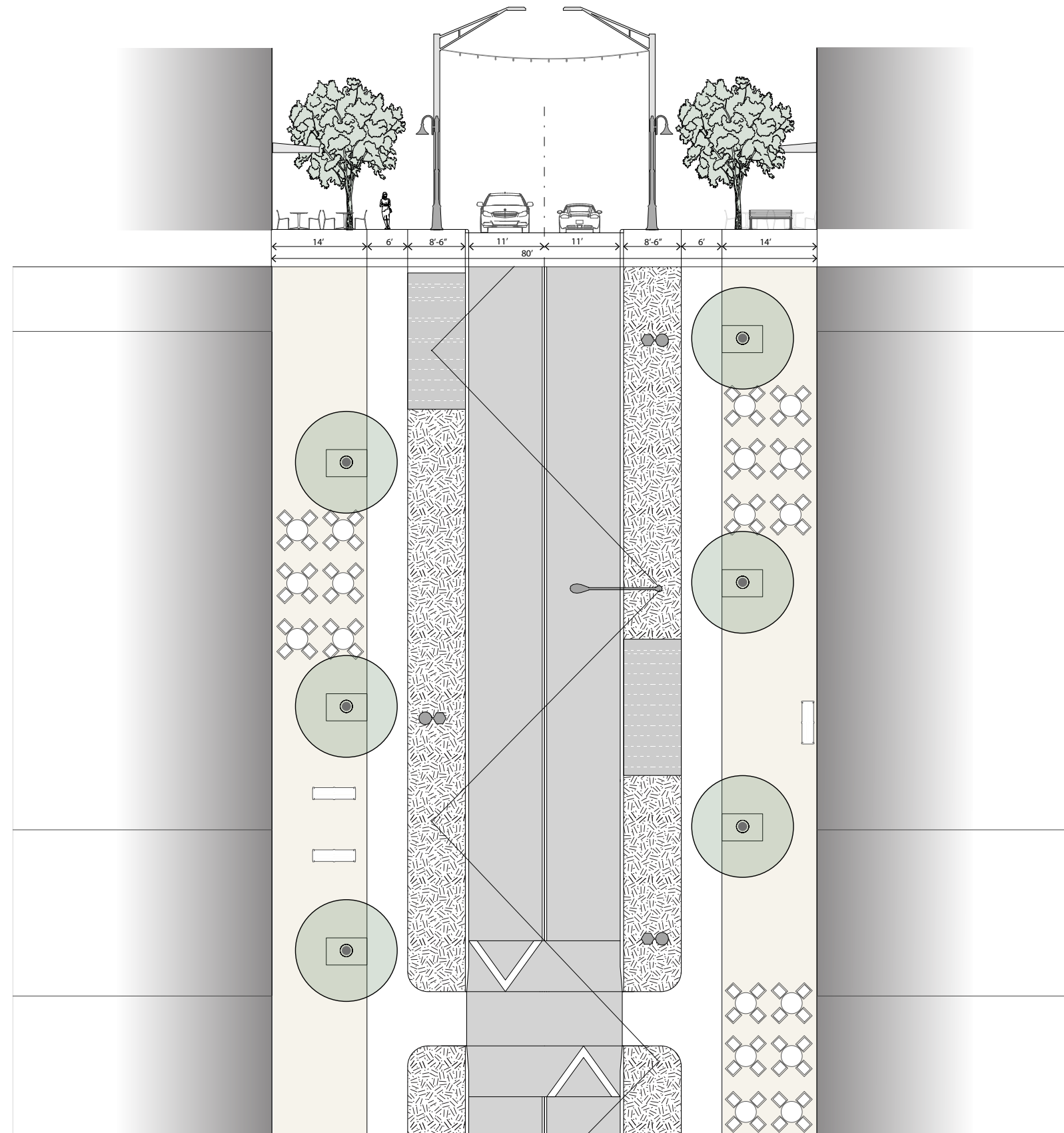
ENHANCED BUILDING FRONTAGE
(NO PARKING-LIMITED PARKING BY EXCEPTION)

PROPOSED PARALLEL PARKING



PARKING

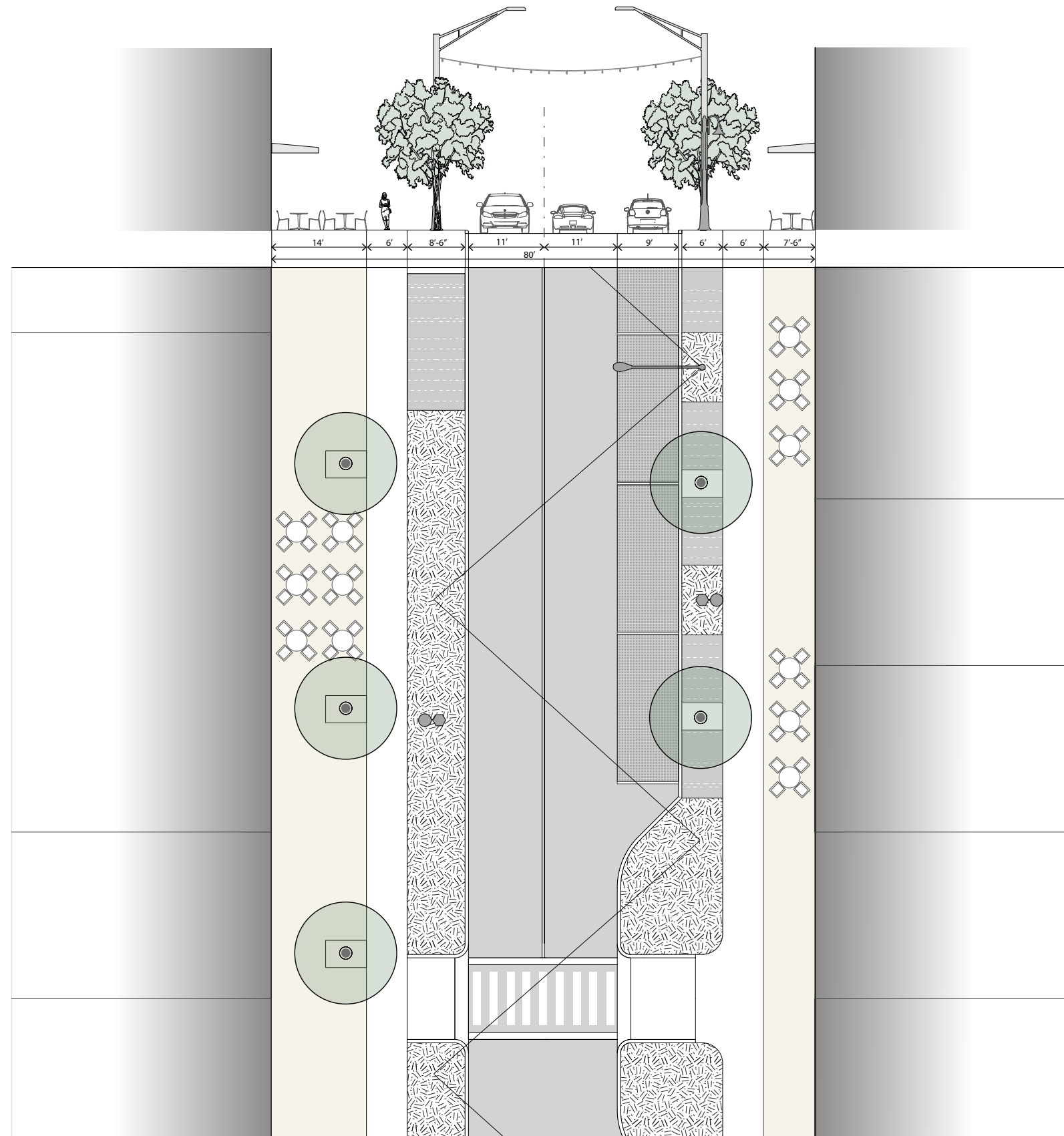
NO PARKING BOTH SIDES



20 FT

PARKING

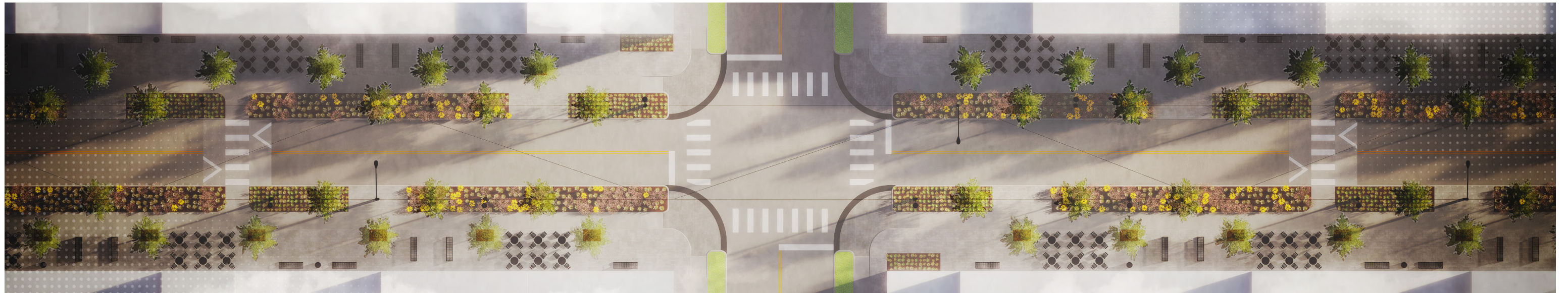
NO PARKING ONE SIDE, PARALLEL PARKING ONE SIDE



20 FT

STREET SECTIONS

MAIN STREET VISION



MAIN STREET VISION



MAIN STREET VISION



MAIN STREET VISION



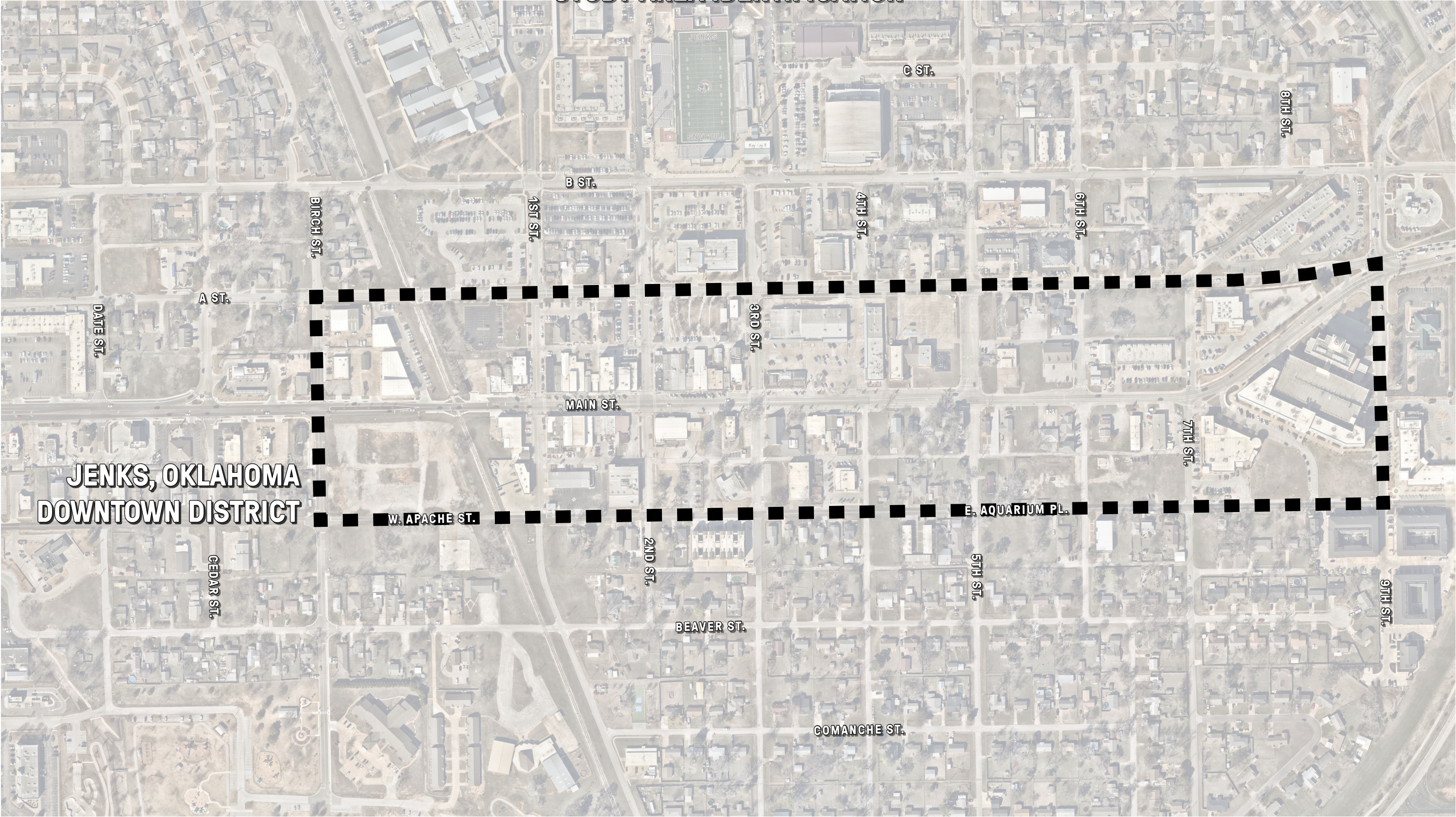
MAIN STREET VISION



MAIN STREET VISION



DISTRICT CONNECTIVITY
STUDY AREA IDENTIFICATION



300 FT



DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN LAND USE & DEVELOPMENT

Downtown Jenks is comprised of distinct areas defined by their form, uses, conditions, characteristics, and potentials. The Downtown Subarea Plan addresses the specific needs of each area and establishes recommendations for the improvement and enhancement of key opportunity sites and redevelopment blocks.

Downtown Core

The Main Street blocks from the rail line to 7th Street define Downtown Jenks. The mix of uses in this area includes restaurants, antique and specialty stores, cafes, and offices. Three blocks at the western end of the Core exhibit the ideal built form for Downtown, forming a model street wall. Conversely, the eastern portion of the Core provides numerous opportunities for redevelopment and land use intensification.

Downtown Transition

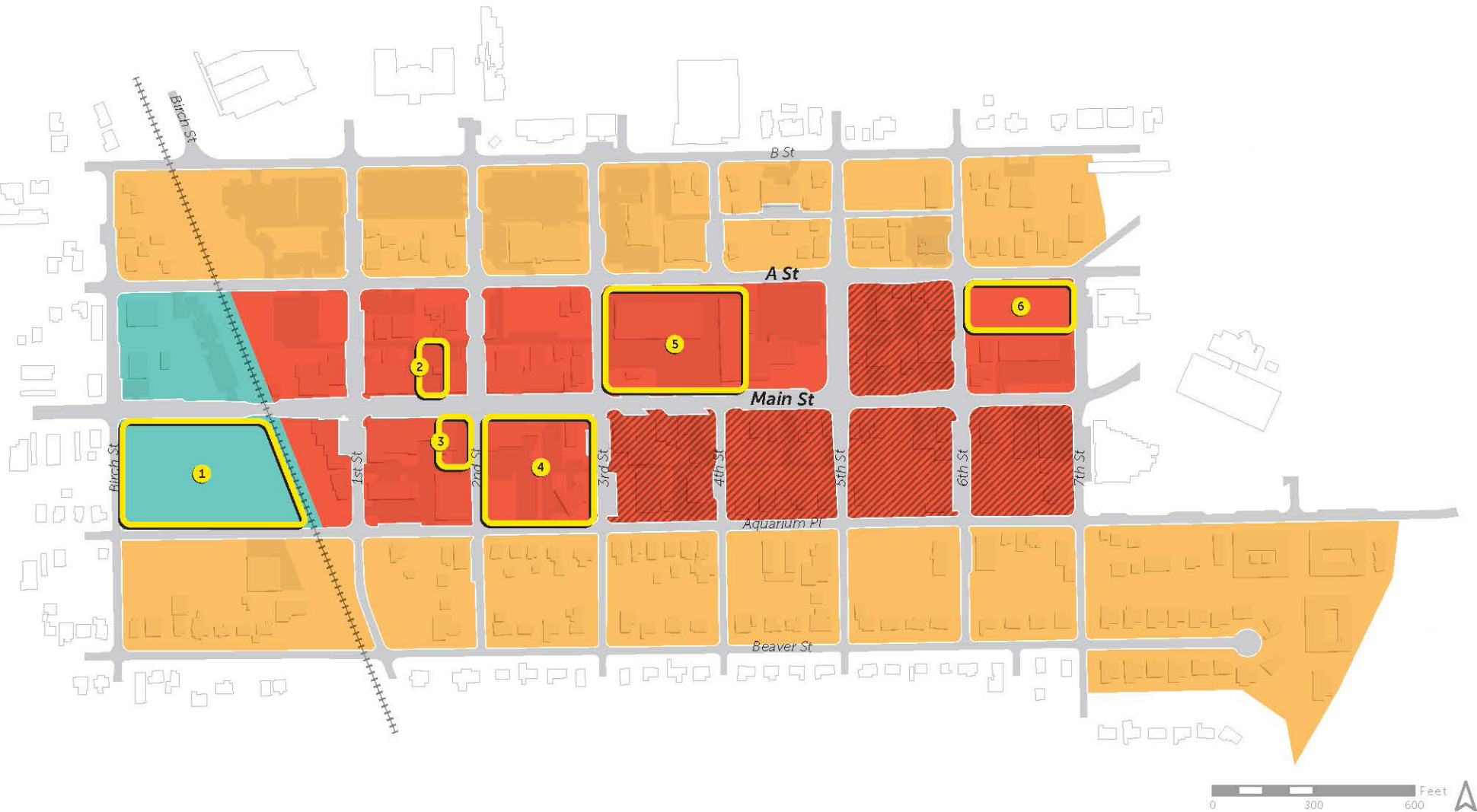
The blocks immediately surrounding the Core consist of a mix of uses ranging from single family detached homes to higher density housing, offices, and stores. This area is more auto-oriented than the Core, and surface parking lots, vacant and underutilized lots, and a lack of sidewalks detract from the walkability provided by the street grid. The Downtown Transition area offers opportunities for new development to support the vibrancy of the Core and encourage walkability across the larger Old Town Jenks neighborhood.

West Gateway

Coming from the west, this is the first impression of Downtown for many. The West Gateway is not currently visually or physically connected to the Core. The mix of auto-oriented commercial and light industrial uses north of Main Street and the vacant lot to the south offer potential for the City to catch the attention of passerby and visually delineate where Downtown begins. The appearance of this gateway should set the tone of the overall image and perception of Downtown.

Opportunity Sites

Opportunity sites are vacant underutilized lots or structures where redevelopment, infill development, or adaptive reuse would have a significant positive effect on Downtown Jenks. Further detail on how these sites should be transformed should redevelopment occur is included on page 48 and 49.



- 1 This nearly 3.5 acre vacant lot is Downtown Jenks' greatest opportunity for development. The City should work closely with Tulsa City-County Library to redevelop this site as a gateway to Downtown.
- 2 This site is adjacent to a Jenks historic building. This site is considered an opportunity site because it is currently underutilized and breaks the otherwise consistent street wall on this block of Main Street.

- 3 This building is currently vacant and sits on a large parcel on a significant corner opportunity site for the Downtown. The existing placement of the structures on the site do not leverage the site's corner location with parking and outdoor dining occupying the majority of the parcel's Main Street frontage and the entirety of its 2nd Street frontage.
- 4 This opportunity block has three existing buildings which are auto-oriented. Each business having a drive-through, although one is not in use. Drive-throughs can cause conflicts between vehicles and pedestrians and are not ideal in downtown settings.

- 5 The auto-oriented building, expansive parking lot in the front of the property, and permanent outdoor sales and storage area on this opportunity site do not contribute to the downtown built form.
- 6 This lot is considered an opportunity site because it is vacant and in a prime location on the northeast corner of the Downtown core, with easy access to Downtown, the Riverfront, and the high school central campus.

Opportunities for Model Block Development
Several opportunities for block redevelopment exist in the eastern portion of the Core. Redevelopment of these sites should reference the ideal built form blocks of Downtown, with zero lot line buildings, commercial uses on the first floor, and residential or office units above. This type of redevelopment will enhance the urban character of Downtown, generate pedestrian activity, strengthen connections between Downtown and the Riverfront District, and generate new tax revenue. See page 48 for more details

Tulsa City-County Library Site (Opportunity Site 1)
Tulsa City-County Library owns nearly 3.5 acres of vacant land at the corner of Main Street and Birch Street, the western gateway to Downtown. The strategic location and undeveloped nature of this large parcel makes it Downtown Jenks' greatest opportunity for development. The City should coordinate with Tulsa City-County Library to get a better understanding of how they foresee the land being utilized.

If Tulsa City-County Library plans to utilize the site to develop a new Jenks City Library, the City should work to encourage the library to be developed with new high quality public spaces. The site also offers enough area to be developed in tandem with a new community center.

If Tulsa City-County Library plans to market the property for development, the City should work with the Library to create redevelopment concepts to guide and attract potential buyers. Redevelopment in this scenario should divide the lot lengthwise to mimic the primary development pattern in the remainder of Downtown. The northern portion of the site should include a mixed-use building that reflects Downtown model blocks, constructed to the build-to line along Main Street and Birch Street with parking in the rear. The southern portion of the site should include townhomes with garage access off of an alley. Regardless of how the site redevelops, a portion should be dedicated to a trailhead for the potential Jenks rail-with-trail that could abut the property.

DISTRICT CONNECTIVITY

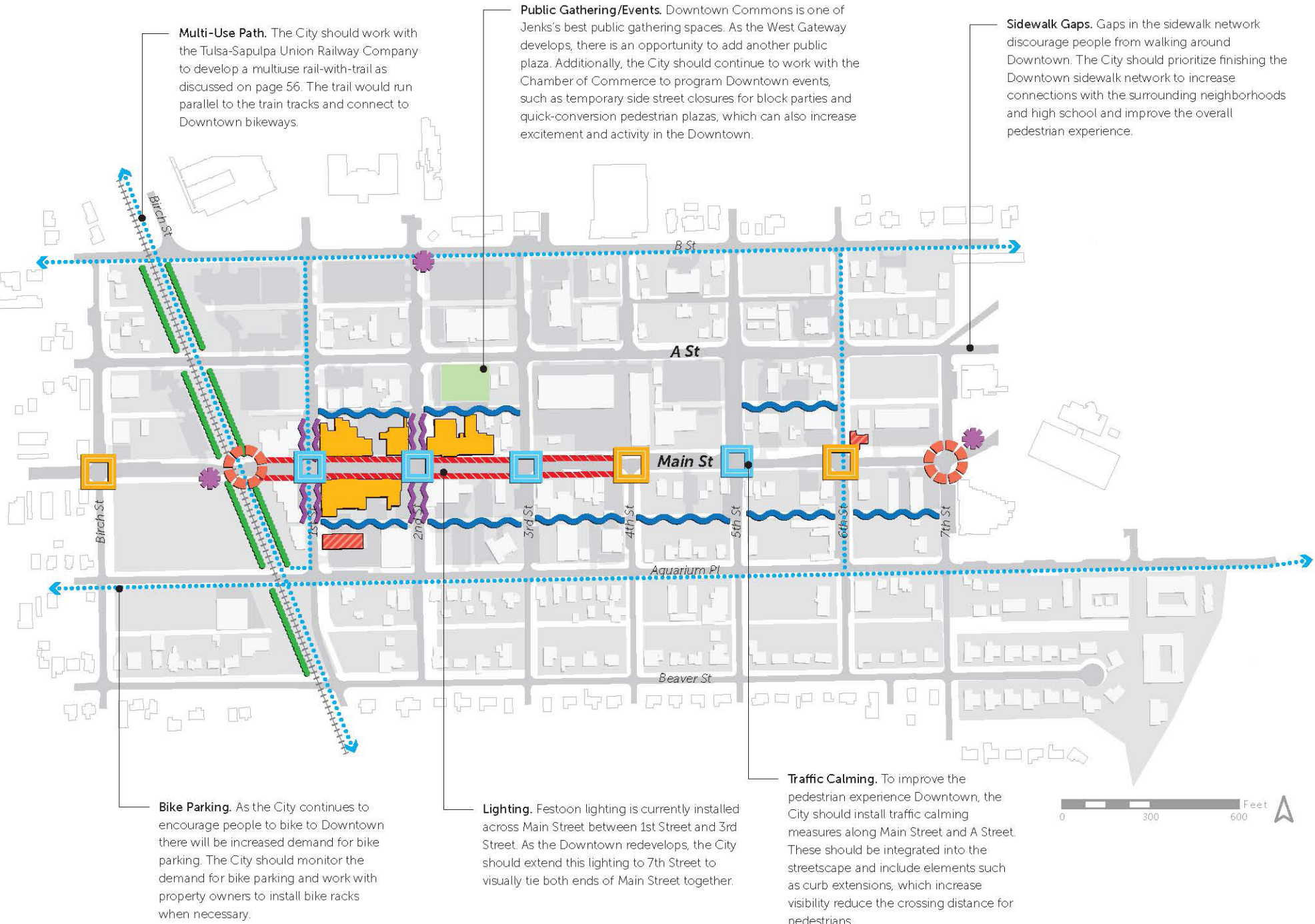
COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN

FUNCTIONAL IMPROVEMENTS

Downtown's activity and energy depend on several systems working in concert with one another. The Framework Plan identifies several of the key improvements that should be considered as Downtown redevelops to help ensure the area evolves in a way consistent with the community's vision. Recommendations regarding traffic, infrastructure, and parking improvements should be studied further before implementation.

- **Gateway Signage**
Gateway signs should be the most prominent communication of Downtown branding and identity. They should be installed at key entry points and incorporate lighting and landscaping features to announce entry into Downtown Jenks.
- **Wayfinding Signage**
Wayfinding signage should be installed in these locations to let people know how easy it is to navigate and explore Downtown and the surrounding area on foot. It should direct pedestrians to important nearby places, such as the Jenks High School campus. The signage should incorporate Downtown branding and identity utilized throughout the Subarea.
- **Intersection Improvements**
Pedestrian crosswalks at these intersections should be improved to enhance their appearance and function. Improvements could include replacing the existing, fading zebra-style crosswalks with murals, brick pavers, or other distinguishing materials; installing crosswalk signage; and constructing curb extensions and bump outs.
- **Crosswalk Installation**
These intersections should be enhanced for pedestrian comfort and to reduce potential conflicts with vehicular traffic through the installation of highly visible continental or zebra-style crosswalks, crosswalk signage, and ADA-compliant curb ramps.
- **Adaptive Reuse**
The rehabilitated auto-oriented building at 6th Street and Main Street should be used for a restaurant or coffee shop. The curb cut on Main Street should be eliminated, and the existing driveway should be utilized for outdoor dining. The bay doors should be preserved to create an indoor-outdoor environment. The Hive is a local arts and event space, is a great example of adaptive reuse, and is home to the Jenks Chamber of Commerce.
- **Ideal Core Built Form**
Buildings on these blocks represent the ideal built form for the Downtown Core. Infill development and redevelopment in the Core should reflect this style.
- **Site Orientation**
New development and redevelopment of corner buildings should orient to both Main Street and side streets. Side street activation with building entrances, outdoor dining, and façade articulation will make the pedestrian environment more vibrant.
- **Public Open Space**
The City should work with the Chamber and other community organizations to improve park programming and better leverage the on-street food truck parking spaces to attract more people Downtown.
- **Roadway Reconfiguration**
Main Street should be reconfigured to accommodate wider sidewalks, new pedestrian bumpouts, and parallel parking spaces from 1st Street to 4th Street. This will promote more activity on the sidewalk and reduce conflict between diagonal parking and through traffic.
- **Railroad Improvement**
Jenks should work with the Tulsa-Sapulpa Union Railway Company to install screening and improve the crossing with crossing gates, audible devices, and pavement markings.
- **Bike Routes and Multi-Use Trail**
Aquarium Place, B Street, 1st Street, and 6th Street should be designated on-street bicycle routes to provide connectivity in the Downtown and to the larger regional bikeway system. Working with the Tulsa-Sapulpa Union Railway Company, the City should develop rail-with-trail.
- **Alley Access**
Existing alleys should be preserved and continued where possible to ensure that truck and service areas are off-street. Alleys should also be utilized for off-street parking access. Additionally, the City should explore opportunities for innovative uses of alleys.



DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

OPPORTUNITIES FOR DOWNTOWN INFILL AND REDEVELOPMENT

The model visually communicates the varying types of redevelopment that should be considered Downtown. As a concept visualization, the model is not meant to act as a prescriptive plan for redevelopment; rather, it should spark creativity and act as a guide for the community.

Redevelopment along Main Street should be mixed-use, with retail, restaurant, or entertainment options occupying ground floors and activating Downtown. East of 5th Street, mixed-use buildings should be 2-4 stories in height, complementing First Oklahoma Bank, at 100 Riverfront Drive. Upper floors should be used for residential units to leverage the proximity to the Riverfront. West of 5th Street, mixed-use buildings of two to three stories should reflect existing development and upper floors should be used for offices and residential units. Alternatively, ground and second floors could be utilized by a retail, restaurant, or entertainment uses.



- Land Use**
- Commercial
 - Office
 - Multifamily
 - Townhome

- 1 This site should be redeveloped with a two- or three-story building that reflects the character of the buildings to the east and west. Parking should be accommodated in the rear of the property and accessed from the alley.
- 2 These sites should be redeveloped with three-story mixed use buildings built to the front and exterior side lot lines, reflecting the ideal built form for Downtown. Parking should be accommodated in the rear of the property and accessed from the alley.
- 3 If strategic parcel acquisition makes this site available, this site should be redeveloped with three-story mixed use buildings built to the lot lines along Main, 2nd, and 3rd streets. Street fronting sides of the buildings should be designed to create an attractive pedestrian environment with multiple storefronts, large windows that allow clear views at street level, and awnings or canopies to protect pedestrians from the elements. Parking should be accommodated in the center of the site and accessed from Aquarium Place.
- 4 This site should be redeveloped with two- to three-story mixed use buildings that reflect the ideal built form blocks to the west. Wrapping the block, new mixed use buildings should strengthen 3rd Street as a connection between Main Street and the high school. A public pedestrian plaza or gathering space should replace parking in front of the strip shopping center and outdoor dining and shopping should be encouraged. Curb cuts should be consolidated where feasible and shared parking should be accommodated at the rear of the property and accessed from 'A' Street.
- 5 These sites should be developed with Brownstone-style townhomes similar to the newer townhomes at the corner of 6th Street and B Street. Residential infill development at this scale can increase activity in the Downtown and diversify the City's housing stock in the walkable core. This type of housing is an opportunity for first time homebuyers, empty nesters seeking to downsize, or seniors in retirement – three groups who are all looking for walkability, access to amenities, and living space that is manageable and easy to maintain.

- 6 Although it is recommended that redevelopment along Main Street be constructed to the build-to line to create a consistent street wall, walkways or pocket parks should be incorporated in strategic locations to connect people to Main Street from parking lots located in the rear of buildings.
- 7 Two variations of Downtown Jenks' model blocks should be encouraged if these parcels were to redevelop. The first envisions redevelopment to occur parcel by parcel over a period of time. The second illustrates what could be possible if a developer acquired all parcels and redeveloped them at once. In both instances it is recommended that the City require buildings to be constructed to the build-to line and encourage facades to be articulated with storefronts of varying widths and building heights ranging from two to four stories. Parking should be located in the rear of buildings and connected to Main Street via pedestrian walkways.

DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN INFILL AND REDEVELOPMENT BEST PRACTICES

Downtown infill and redevelopment should serve a variety of purposes in the Core. Filling in vacant lots and revitalizing eyesore buildings should be a primary focus. Infill and redevelopment in the Core should also add density and amenities, increase the desirability, attractiveness, and property values in the Downtown, and help preserve historic buildings by filling in gaps and limiting demolition. Infill building design should creatively fill underutilized spaces, such as the building at 121 East Main Street. Infill and redevelopment should be of a similar scale and character to the ideal Core built form blocks.



1 Orientation

Main entrances to buildings should be oriented towards Main Street, and where applicable, towards side streets as well. Building entrances should be prominent, and corner entries should be encouraged where appropriate.

2 Setbacks

Setbacks should be utilized for outdoor dining, sidewalk sales, and pedestrian amenities where appropriate. Front yard setbacks should be dependent on the width of the adjacent sidewalk, with greater setbacks accommodating narrower sidewalks as necessary to provide for these amenities. Midblock side yard setbacks should be minimal or nonexistent, contributing to the ideal built form and continuous streetwall. Corner developments should offer an opportunity for larger outdoor dining spaces and mini-plazas that draw pedestrians to and from the Downtown side streets.

3 Proportion, Size, and Scale

Buildings should be between two and three stories. The first floor of infill and new block buildings should synchronize with the first floor of existing buildings. Complementary proportions should be emphasized using storefront and decorative cornices.

4 Façade

Masonry materials, such as brick or stone, should be the primary building material on the ground floor of the primary façade and along exterior walls of corner buildings. Large display windows should be used to activate the ground floor. Upper floor windows should be regularly spaced, recessed into the exterior wall, and feature mullions or other divisions in the glass.

5 Architecture

Traditional downtown architectural elements such as bulk heads, transom windows and sashes, masonry piers, cornices, and window hoods should be incorporated into the design of buildings. Larger buildings should feature vertical divisions and articulation to create visual interest and complement existing buildings.

DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

STREETSCAPE IMPROVEMENTS

PRIMARY STREETSCAPE

Main Street should receive complete streetscaping to create an inviting, pedestrian oriented environment in the Downtown Core. Parking should be parallel on-street and in parking lots located at the rear of buildings. Decorative crosswalk materials such as colored or textured concrete, stamped asphalt, or brick pavers should be utilized to emphasize the pedestrian orientation of Downtown. Sidewalks should be 10 feet or more in width to provide pedestrian comfort and opportunities for outdoor seating. Streetlights should be pedestrian scaled and adorned with banners promoting the City and special events Downtown; these should be complemented by festoon lighting. Street trees should be planted in street grates in the sidewalk. Planters and potted plants should be located throughout to help with beautification and add visual interest. Working with Jenks High School and local businesses, public art, including murals, should be installed to create visual interest. Benches, trash and recycling receptacles, and other pedestrian furnishings should be placed throughout. As the roadway is reconfigured, utility lines should be buried if feasible.

SECONDARY STREETSCAPE

A Secondary Streetscape treatment should be deployed on all other streets in the Downtown Subarea. These streets will not have the same level of activity as Main Street; however, street-scape enhancements should provide for a safe and attractive pedestrian environment. Parking should be parallel on-street or in rear parking lots off the alley where feasible; private parking lots in the fronts or on the sides of buildings should be discouraged. Crosswalks should be striped to emphasize pedestrian orientation. Where possible, sidewalks should be 10 feet in width, however a standard five foot sidewalk is acceptable where the additional right-of-way is not available. Streetlights should be pedestrian scaled, with banners to promote Jenks and special events Downtown. Depending on sidewalk width, street trees should be located within the parkway or in grates in the sidewalk. Potted plants, benches and other pedestrian furnishings are appropriate and should be placed in this treatment where space permits. The Secondary Streetscape should complement side street building orientations; the street-facing businesses on the west side of 1st Street immediately north of Main Street provide a good example of this. While the secondary streetscape may be less appropriate for public art installations, there are good opportunities for murals, such as the expansive wall on the east side of 1st Street on the same block.

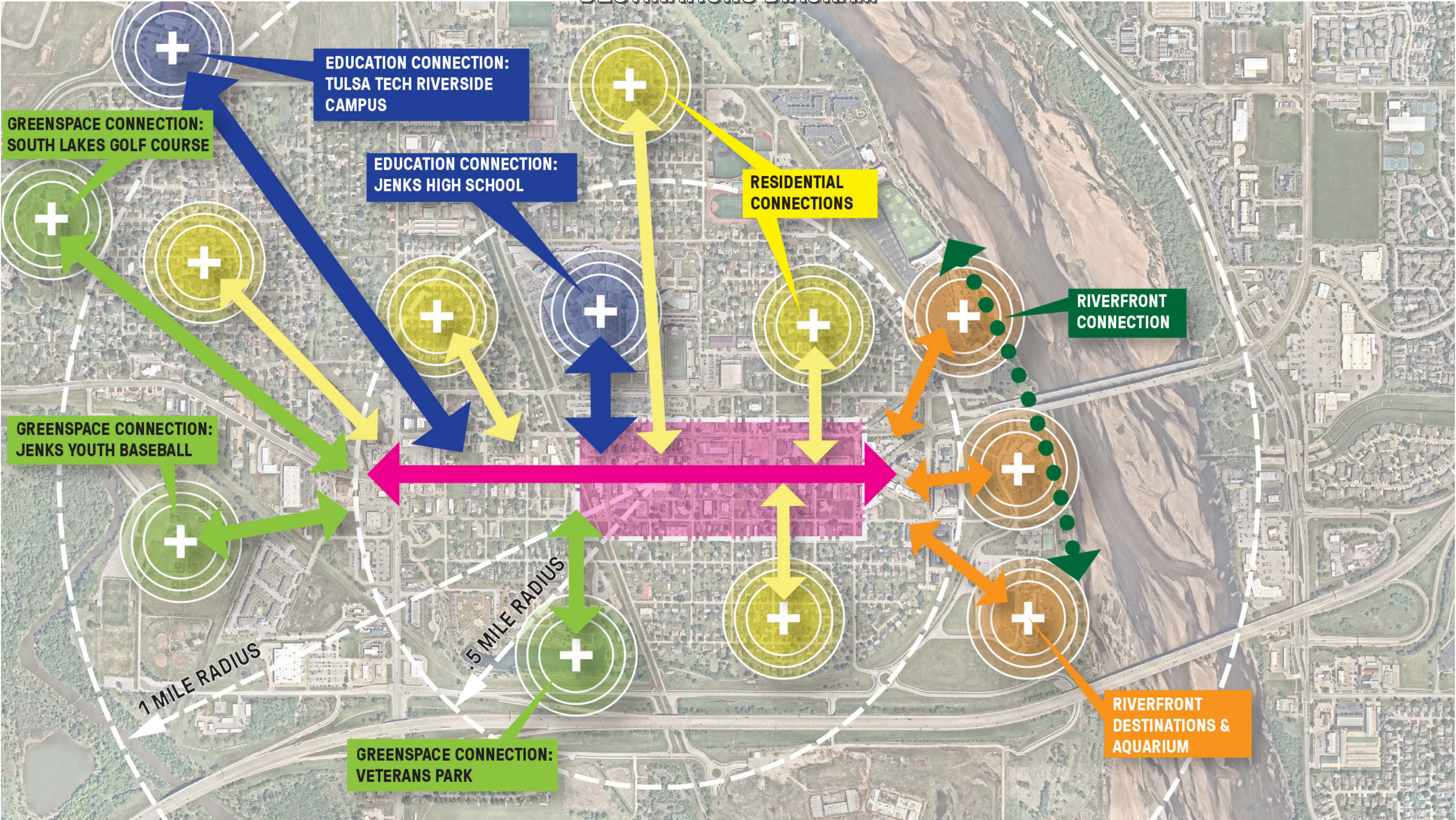


- Primary Streetscape**
- 1 On-street parallel parking
 - 2 Decorative crosswalk material
 - 3 Outdoor seating
 - 4 Pedestrian scale lighting with banner
 - 5 Street trees
 - 6 Planters

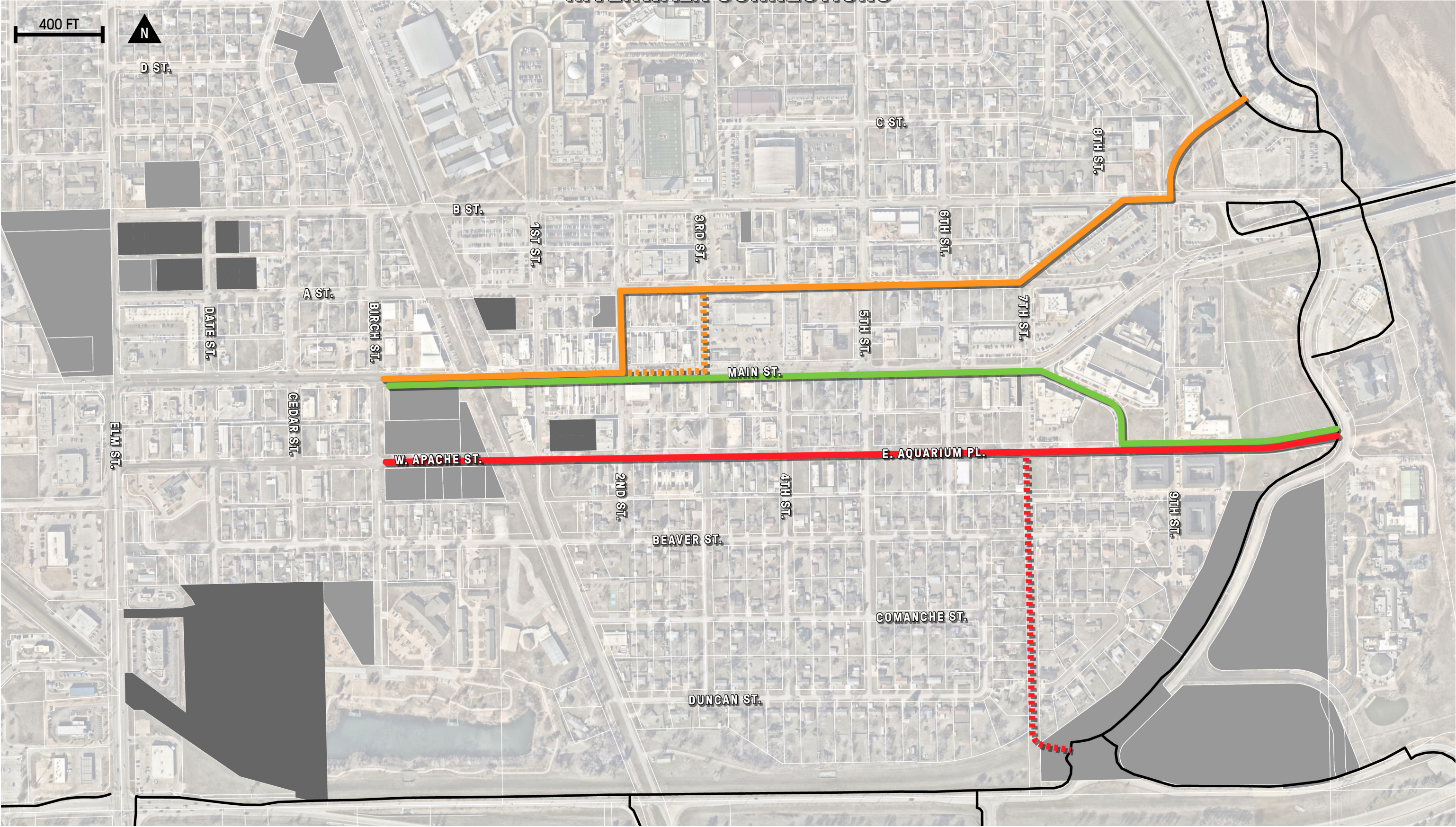


- Secondary Streetscape**
- 1 On-street parallel parking
 - 2 Continental crosswalk
 - 3 Outdoor benches
 - 4 Pedestrian scale lighting with banner
 - 5 Street trees in parkway
 - 6 Plantings

DISTRICT CONNECTIVITY
DESTINATIONS DIAGRAM

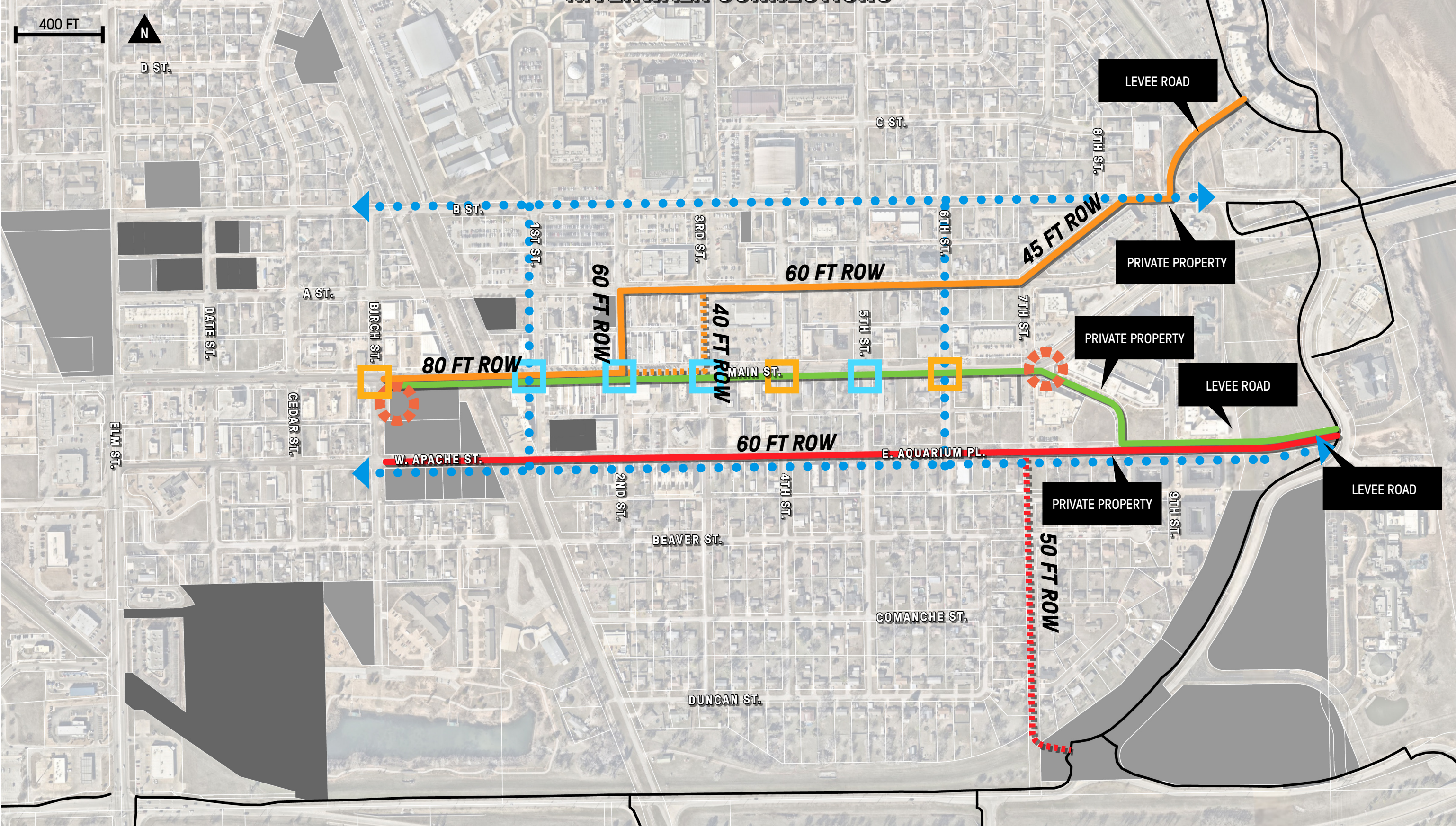


DISTRICT CONNECTIVITY
RIVERWALK CONNECTIONS



LEGEND: CITY PROPERTY PUBLIC WORKS PROPERTY SIDEWALK ROUTE 01 ROUTE 01 ALT. SIDEWALK ROUTE 02 ROUTE 02 ALT. SIDEWALK ROUTE 03 ROUTE 03 ALT.

DISTRICT CONNECTIVITY
RIVERWALK CONNECTIONS



LEGEND: CITY PROPERTY PUBLIC WORKS PROPERTY SIDEWALK ROUTE 01 ROUTE 01 ALT. SIDEWALK ROUTE 02 ROUTE 02 ALT. SIDEWALK ROUTE 03 ROUTE 03 ALT.

HORIZON JENKS ELEMENTS (FOR REFERENCE):

PROPOSED BIKE ROUTES GATEWAY SIGNAGE CROSSWALK INSTALLATION INTERSECTION IMPROVEMENT

UTILITIES + INFRASTRUCTURE

UTILITIES:

- Water
- Sanitary Sewer
- Storm Sewer
- Electric/Gas
- Telecom

CHALLENGES:

- Current infrastructure is a mix of legacy town grid with limited modern upgrades.
- Potential aging infrastructure
- Potential undersized lines
- Cost of burying utilities

OPPORTUNITIES:

- Most of the utilities run through alleys with exception of water mains
- Future conversation additional dedicated infrastructure for events corridor.
- Enhancing street character with replacement of existing street and pedestrian level lighting
- Extend west downtown character to the east with addition of integrated lighting (string lights) and audio system along main street
- Address storm sewer and irrigation lines in conjunction with new street sections

Downtown JENKS features service alleys with most of the utilities running overhead, initial cost analysis do not support burying existing utilities in the alleyways. Implementation and enforcement of current UDO standards will continue to transform the look and feel of current alleyways.





Reimagined Main Street: Block by Block/ Pilot and Survey
Source: Marcae Hilton

NEW PROJECTS

WEST GATEWAY DEVELOPMENT
STUDY AREA IDENTIFICATION



WEST GATEWAY DEVELOPMENT
RAILROAD R.O.W. CONSTRAINTS

**UNION PACIFIC RAILROAD
RIGHT OF WAY**

MAIN ST.

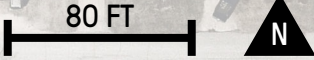
1ST ST.

W. APACHE ST.

E. AQUARIUM PL.

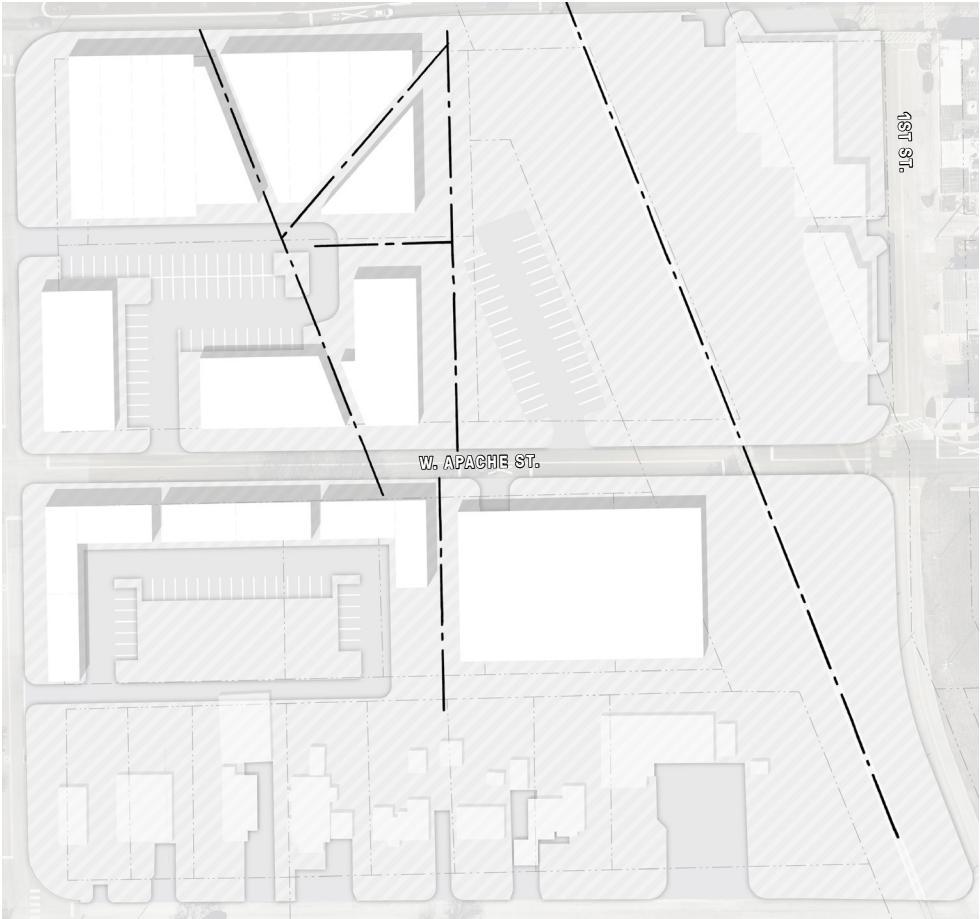
BIRCH ST.

BEAVER ST.

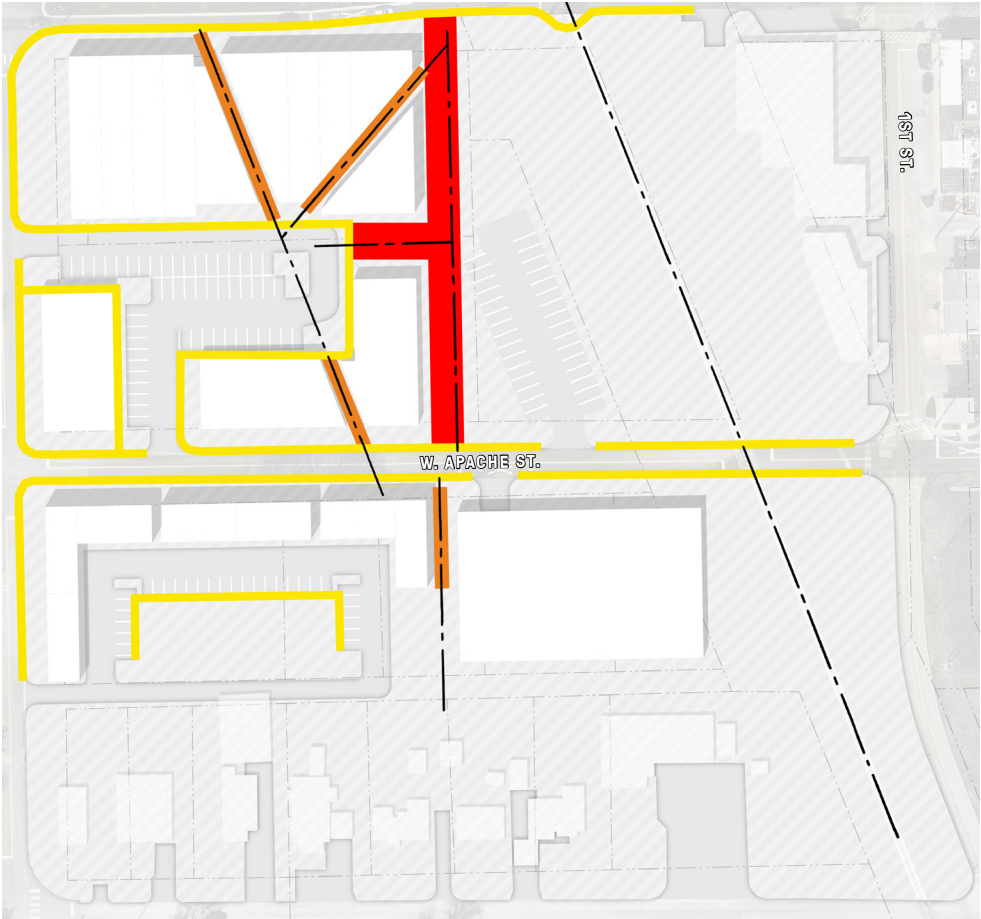


WEST GATEWAY DEVELOPMENT
ORGANIZING FRAMEWORKS

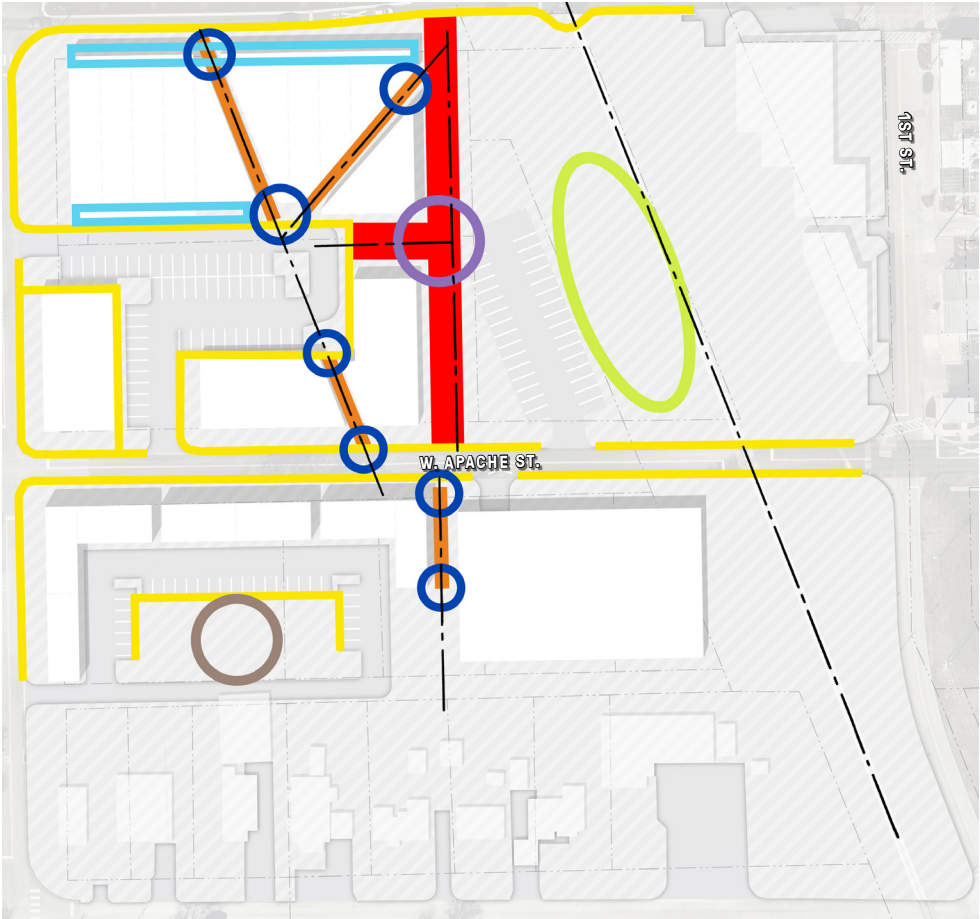
AXES



CIRCULATION



DESTINATIONS

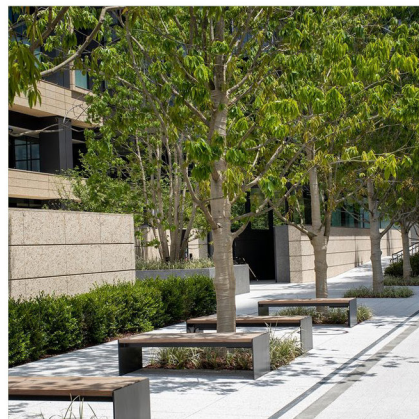
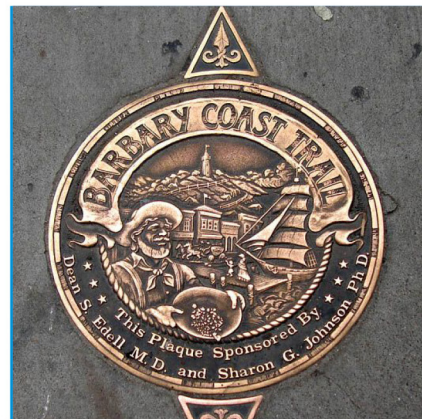
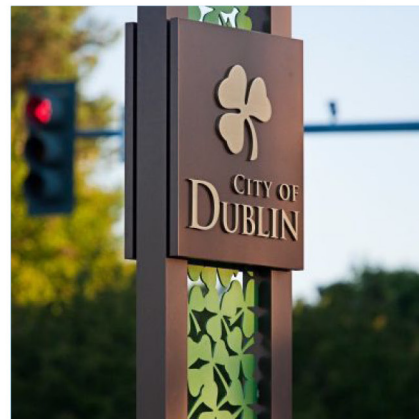
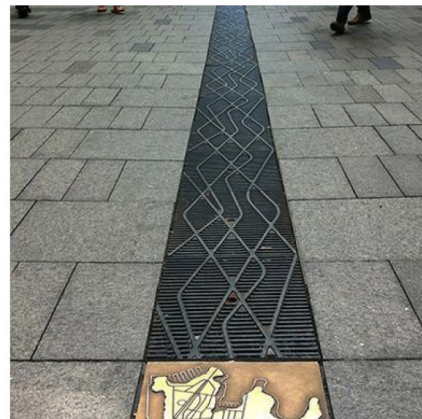
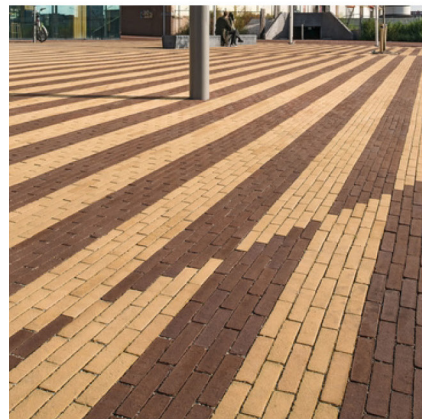


CIRCULATION LEGEND: ■ PROMENADE ■ ALLEY ■ SIDEWALK

DESTINATION LEGEND: ■ RETAIL FRONTAGE ■ GATEWAY
■ NATURAL SPACE ■ PLAZA
■ DOG PARK

CHARACTER IMAGERY

'HISTORIC CORE'



CHARACTER IMAGERY

BUILDING SCALE/ MATERIAL



Paducah KY, Source: Wendy van Overstreet/ shutterstock

Downtown JENKS features a charming, human-scaled building proportions with active storefronts, string lighting, that support the potential for a vibrant downtown atmosphere. It is important to maintain a similar scale with new developments. Case study project showcase a similar material palette and building scale, while also demonstrating that a mix of restored buildings and modernized facades preserve the existing character yet feel revitalized and active.

CHARACTER IMAGERY

FEATURES: AWNINGS/ SIGNAGE



JENKS UDO provides flexibility in both signage and awning design, capitalizing on this flexibility will introduce variety and interest. These elements work together to create a welcoming and socially vibrant environment that supports both community life and local commerce. Both elements also provide density and rhythm while retaining a human-scale design on multi-story buildings.

CHARACTER IMAGERY

NEW DEVELOPMENT EXAMPLES



Recent development examples portray a successfully blended historic charm with functional urban fabric. Continuous building frontages, and active ground-floor uses that support walkability and a strong sense of place. Building heights and rhythm, reinforcing a strong sense of enclosure and continuity. Second and third story windows add visibility and activity creating a safer environment. Landscape elements such as planter beds and street trees add greenery and visual appeal, offering a comfortable and engaging public realm.

WEST GATEWAY VISION



WEST GATEWAY VISION



WEST GATEWAY VISION



WEST GATEWAY VISION



WEST GATEWAY VISION



WEST GATEWAY VISION



WEST GATEWAY VISION





Source: City of Jenks - Municipality

IMPLEMENTATION

IMPLEMENTATION RECOMMENDATIONS

OPEN SPACE NETWORKS

LAYERED EXPERIENCE

The downtown user experience should be akin to serving as the city's living room or backyard. Re-shaping key areas will create a more compelling, layered public realm that promotes community interaction and innovation.



A key component to creating a successful open space network will include transforming main street to become more pedestrian friendly. Proposed design changes include widening sidewalks to encourage walking and allow more space for outdoor cafe and restaurant seating, adding street trees for increased shade and pedestrian comfort.



Incorporating new signage and wayfinding through branding exercise will further aid in establishing an identity and culture of downtown Jenks.

Activation + Play

Host additional seasonal pop-up events and test civic programming ideas that may evolve into a permanent features for public spaces.



Source: Nelson City Council – Pop-up park



Source: scottbeale – Pop-up art installation

Robust, intentional programming is key to the success of civic parks. Parks encourage people to gather throughout the year.

By bringing more frequent activity to downtown, the park(s) will change people's perception of Jenks urban core and invite more investment opportunities.

IMPLEMENTATION RECOMMENDATIONS

Parking

Walkability

Walking as a way of connectivity will be difficult given the prevailing preference for people in Jenks to drive to the front door of their destination.

Approach:

Downtown will need to continue to actively plan for and promote walkable corridors.

Investment in a walkable downtown environment and continued citizen and merchant communication will allow the new parking system to be successful over time.

Meet with stakeholders regularly and consistently to encourage “walkable” events to help change the mindset.

Encourage utilization of multi-modal options to connect parking facilities and destination within district and other districts.

Shared Parking

Shared parking benefits all. Patrons have access to multiple parking options and business owners can capitalize on added foot traffic.

Approach:

Partner with developers and owners to encourage shared parking or access to parking on existing and future developments.

Stakeholder Communication

Implementing parking solutions across multiple stakeholder groups with individual agendas is not an easy task. Continued communication and engagement will help build consensus, consistency, and support.

Approach:

Establish formal communications with stakeholders associated with parking Downtown.

Develop metrics to highlight parking improvements.

Parking Management

Progressive and active parking management, and parking identification can maximize parking efficiency.

Approach:

Develop parking enforcement policies.

Short term parking

Valet agreements

Drop-off zones

Encourage and potentially provide incentives for public parking within private facilities.

Identify parking options via signage

Marketing

Accurate information that informs patrons about parking availability before they depart for Downtown is key to providing a positive parking experience overall.

Approach:

Develop marketing campaign across media platforms

Develop separate parking campaigns for special events.

IMPLEMENTATION RECOMMENDATIONS

Beautification

Landscaping

Implementing planting design guide will promote year-round color and foliage. The guide will provide flexibility while maintaining cohesion and visual appeal throughout the district.

Approach:

Incorporated planting design guide into city development codes.

Continue to coordinate with Jenks garden club for continued evolution of guide.

Amenities

Setting consistent site furnishings is crucial for establishing a cohesive identity and enhancing accessibility. Well placed amenities improve the overall user experience and aesthetic appeal of downtown.

Approach:

Incorporated site furnishings into city development codes.

Create plan to replace/add furnishings to downtown as part of beautification/redevelopment strategy.

Image and Identity

A district branding strategy is crucial for establishing a unique and authentic identity that bolsters economic growth by attracting residents, visitors, and investors. It aligns diverse stakeholders under a shared identity, fostering a sense of community pride and place.

Approach:

Engage branding professional to create branding strategy for downtown Jenks.

Develop a non-profit management organization (501c4) entity that can speak with one voice for all the member organizations, businesses, and residents of downtown.

Leverage public dollars in a way that makes the biggest impact and supports desired investments.

IMPLEMENTATION RECOMMENDATIONS

Streetscapes

Vision

The Master Plan emphasizes the importance of Main street and recommends strengthening the vitality of the downtown core by enhancing the character of this street. Reconstructing Main street calls for reallocating on-street parking, reconfiguring the current parking strategy, and increasing the sidewalk zones to make room for a generous walking path, dedicated amenity zone for street lights, trees and furnishings along with a flexible zone at the curb that incorporates parallel parking, drop-offs, parklets, and restaurant/ cafe seating areas to accommodate a variety of activities for a more vibrant Downtown.

The proposed material palette honors the identity of the historic downtown character while allowing for integration of vibrant landscaping.

Planning

Previous plans have laid the groundwork for the master plan to be successful and in part contributed to alignment among key stakeholders. Although there may be an alignment in Vision through this master plan, the regulatory structure to allow implementation of the Vision is not yet fully in place. The master plan has made an effort to set a vision that limits/address barriers to Implementation, including:

Interchangeable design elements.

Analysis metrics to make future decisions

Flexibility in design to accommodate various needs at time of implementation.

Coordination with prior and existing documentation and regulations

Phased Implementation

While engaging with downtown stakeholders, City leadership, and City staff, an overarching theme emerged – that downtown should be a place for all types of people, uses and activities resulting in an economically and culturally vibrant place.

The purpose of the street scape implementation is to provide a pathway towards achieving the desired outcome of the Vision. Phased implementation will help fulfill the Vision outlined in this master plan. The implementation will not be an easy process. It will require the diligent work of many individuals and organizations. Progressive development will over time will continue to catalyze development along the Main Street corridor. With the vision cast, the implementation process to follow is outlined below:

Regulatory:

Create the appropriate rules that guide streetscape implementation and define milestones to trigger development.

Administration:

Align policy and incentives to guide and communicate development.

Funding;

Identify and leverage financing tools as appropriate.

IMPLEMENTATION RECOMMENDATIONS

West Gateway Development

Vision

A vibrant 21st century gateway to downtown that honors the culture Jenks and remains authentic to the existing west Main Street core. A space focused on family, with appeal to a wide variety of people; with inviting features and programming to encourage locals and tourists alike to visit. A space that supports a thriving mix of retail, residential and office uses.

Priority

Priority within this development is given to the building facing Main Street. Sequence numbered beyond building 01 is a preferred sequence based on current allocated use types and character defining spaces.



Flexibility

Planning efforts have been derived through careful consideration of site, master plan goals, and data obtained through market analysis and parking study. Careful consideration has been given to a design that offers flexibility in the use types, programming, and development models.

Flexibility of development:

Overall organization and building block placement offers the ability to develop the site over time or as one development.

Flexibility of uses:

Building size and mass lends itself to multiple use types within each footprint.

Flexibility of programming:

The combination of promenade and green spaces create flexible areas that can accommodate a wide range of uses, some requiring programming and others with capability to host informal community activation.

Use type and parking strategy:

Parking Strategy:

Implement shared use parking methodology in conjunction with Main Street parking. Combine street, surface, and structured parking to balance parking distribution and accessibility. Parking strategy to absorb reallocated street parking quantity removed from main street based on parking metrics provided as part of master plan.

Building use types:

Building 01, two story building
Retail and restaurant on first floor
Multi-family or office on second floor

Building 02, two story building
Retail and restaurant on first floor
Office on second floor

Building 03, one- three story building
Office building

Building 04, two story building
Multifamily, approximately 32 units

Building 05, parking garage
Number of decks as needed based on building uses



Source: Discover Jenks

APPENDIX

SITE FURNISHINGS

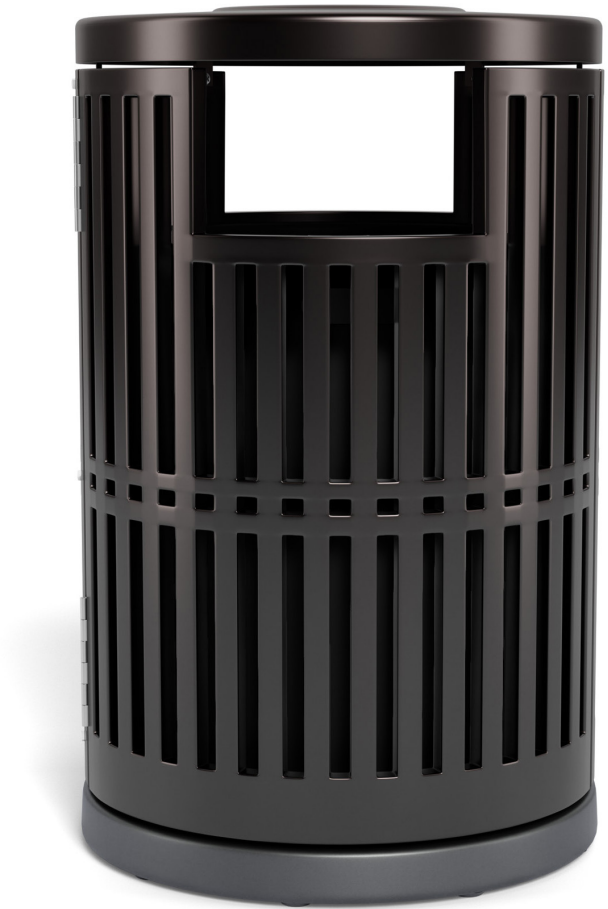
SITE FURNISHINGS

LANDSCAPE FORMS: BIKE RACK - “RING”



SITE FURNISHINGS

LANDSCAPE FORMS: TRASH RECEPTACLE - “CHASE PARK”



Chase Park

landscapeforms

Material / Colors Sheet

Vivid Series - Powdercoated Metal* (Fine Texture)

Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
Moss	Forest	Loll Navy Blue			

Neutral Series - Powdercoated Metal*

Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS: TRASH RECEPTACLE - “SCARBOROUGH”



Scarborough Litter

landscapeforms

Material / Colors Sheet

Vivid Series - Powdercoated Metal* (Fine Texture)

Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
Moss	Forest	Loll Sky Blue *Extended Lead Times	Loll Navy Blue		

Neutral Series - Powdercoated Metal*

Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS: BENCH - “SCARBOROUGH”



Scarborough Bench

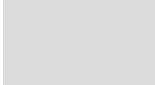
landscapeforms

Material / Colors Sheet

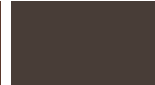
Vivid Series - Powdercoated Metal* (Fine Texture)

					
Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
					
Moss	Forest	Loll Navy Blue			

Neutral Series - Powdercoated Metal*

				
Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
				
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

					
Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
					
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS: TRASH RECEPTACLE & BENCH - “SCARBOROUGH”



Link: <https://www.landscapeforms.com/products/scarborough-litter>

Link: <https://www.landscapeforms.com/products/scarborough-bench>

SITE FURNISHINGS

MMCITE: BENCH - “EMAU”



SITE FURNISHINGS

STREET FURNITURE: PLANTER BENCH - “FERN”

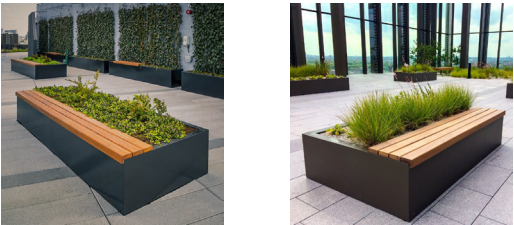


www.streetfurnituredirect.co.uk
01625 879 442
enquiries@streetfurnituredirect.co.uk



FERN GRP BENCH PLANTER

Product Code: SFD610



PRODUCT DESCRIPTION

The Fern GRP Bench Planter is a versatile combined bench and planter.

The timber bench is fitted on top of the GRP (glass-reinforced plastic) planter on one side and is the whole length.

The planter is available in any RAL colour matt, satin or gloss finishes, but looks particularly stunning in metallic effects.

These planters are perfect for small private spaces and roof terraces due to being made from Glass Reinforced Plastic. This ensures they are strong, durable, frost proof, rust proof, yet also light weight. GRP planters also have a contemporary appearance and therefore look stunning in any garden or roof terrace space. Just add plants!

When planting up troughs approximately 25% of drainage media should be used and when planting up outside, ensure that each trough is slightly lifted off the ground to allow for free drainage.

SPECIFICATIONS

Length	2000mm
Width	1500mm
Height	450mm
Fixing	Surface Mounted
Material	GRP (Glass Reinforced Plastic), Timber
Colour	Galvanised



SITE FURNISHINGS

CYCLONE: SLOTTED POLE AND LIGHT FIXTURES



SLOTTED POLES



CLEAN CONNECT

Cyclone's slotted line of poles is designed for making easy-on, easy-off additions with seamless connections that preserve the pole's overall aesthetic. With accessories purposefully designed to blend in, any add-on looks like it belongs.

FEATURES AND BENEFITS

- + Round extruded aluminum pole with four 90° slots
- + 3 poles available; round 4" diameter, round 4" diameter with muffler base, and 8" diameter
- + Heights available from 8' to 25' for the 4" diameter poles and 12' to 30' for the 8" diameter pole
- + Standard carriage bolt to attach accessories, available at any hardware store
- + Access door with waterproof joint
- + AASHTO 2013 and CSA Standard C22.2 no. 206-2017 certified
- + 4 custom bracket styles available, a banner arm, plant support, a GFI adaptor, and 3 base cover

APPLICATIONS

- + City streets and parks
- + Main roads
- + Boulevards
- + Smart Centers
- + Public places
- + Traffic Light





BOLT ON, BOLT OFF

By enabling connections using standard carriage bolts, the pole slots accommodate the majority of mounting accessories available on the market, even from other accessory manufacturers.



STANDARD BRACKETS AND ACCESSORIES

Cyclone's slotted poles include four 90° slots in which accessories can be attached seamlessly. While traditional attachments necessitate plumber's straps around a pole, accessories may now be attached with two bolts, enabling greater positioning flexibility, and enhancing aesthetic integration.





CYCLONE LIGHTING, INC.
2175 DES ENTREPRISES BLVD.
TERREBONNE (QUEBEC) J6Y 1W9 CANADA
866-436-5500
INFO@CYCLONELIGHTING.COM
[CYCLONELIGHTING.COM](https://www.cyclonelighting.com)

© 2026 ACUITY BRANDS LIGHTING, INC., ALL RIGHTS RESERVED. PRODUCTS SUBJECT TO CHANGE WITHOUT NOTICE.
REV.: 2026/02

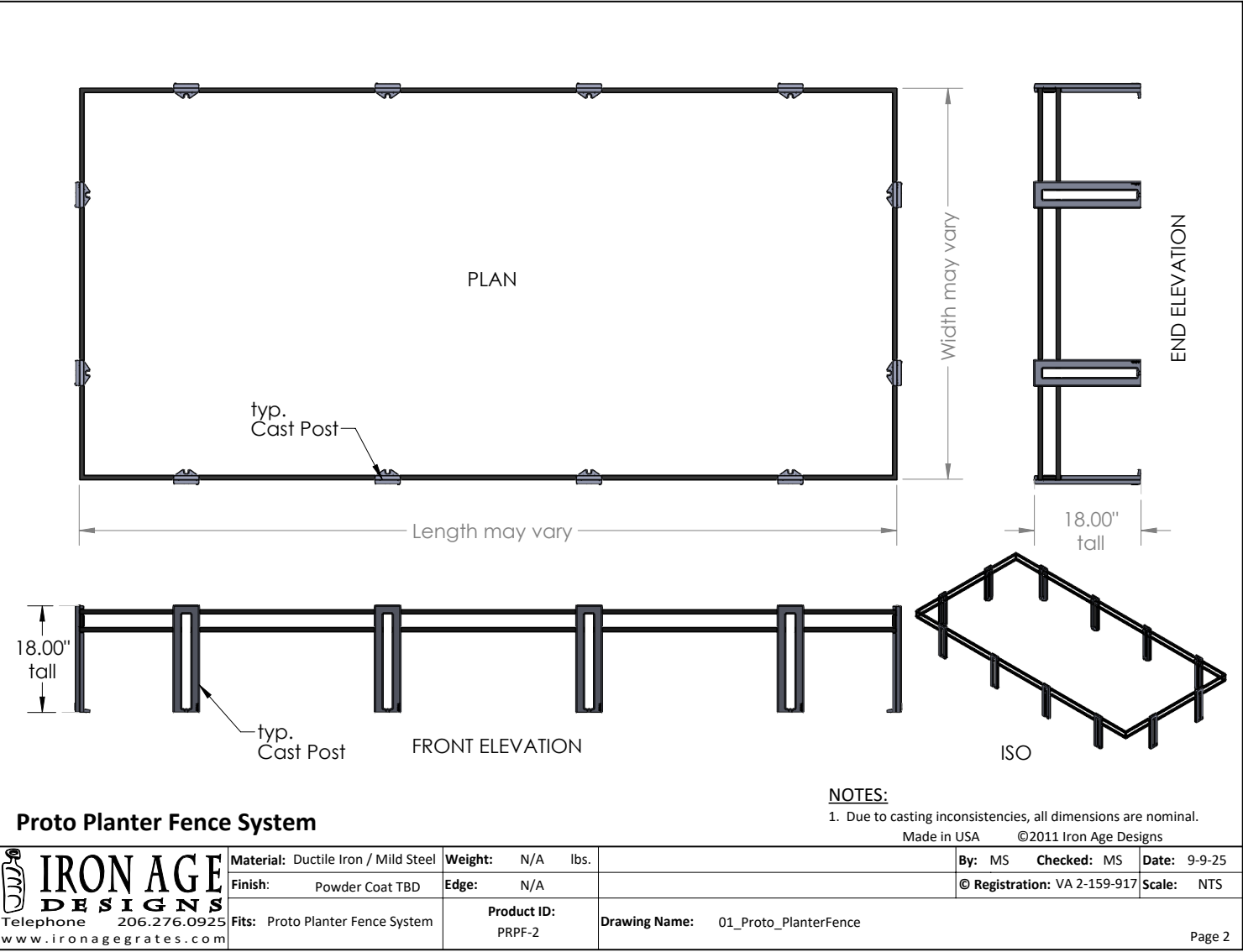


Link: <https://www.cyclonelighting.com/products/all-luminaires/?mounting=post-top>

Link: <https://www.cyclonelighting.com/products/poles/>

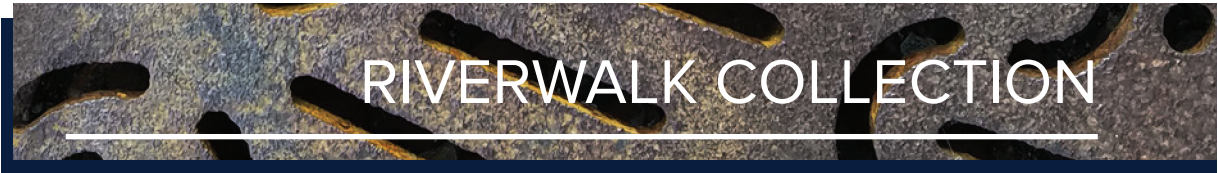
SITE FURNISHINGS

IRON AGE: PLANTER FENCE - “PROTO”



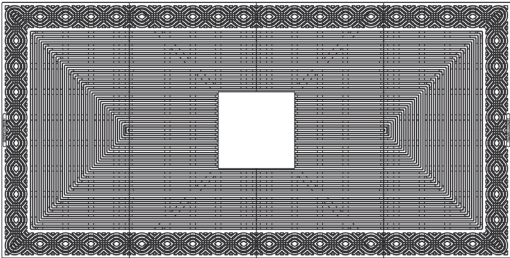
SITE FURNISHINGS

NEENAH FOUNDRY: TREE GRATE - “RIVERWALK”



EXTENDED

SERIES NO.	GRATE SIZE	AVAILABLE TREE OPENING SIZES	SLOT SIZE
R-8828	60"x 120"	18" x 18" square	0.375"



R-8828



River Walk

CORATIVE TR

SITE FURNISHINGS

NEENAH FOUNDRY: DETECTABLE WARNING

Suggested Specifications

General

Detectable warnings shall be an integral part of the ramp and comply with section 4.29 of the ADA Accessibility Guidelines and section 705 of the 2010 ADA standards for accessible design.

Dome Size (4.29.2 and 705.1.1)

Truncated domes in detectable warning surface shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum, to 65 percent of the base diameter maximum, and a height of 0.2 inch (5.1 mm).

Dome Spacing (4.29.2 and 705.1.2)

Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (17 mm) minimum, measured between the most adjacent domes on a square grid.

Contrast (4.29.2 and 705.1.3)

Detectable warning surfaces shall contrast visually with adjacent walking surfaces – either light-on-dark, or dark-on-light.

Platform Edges (4.29.2 and 705.2)

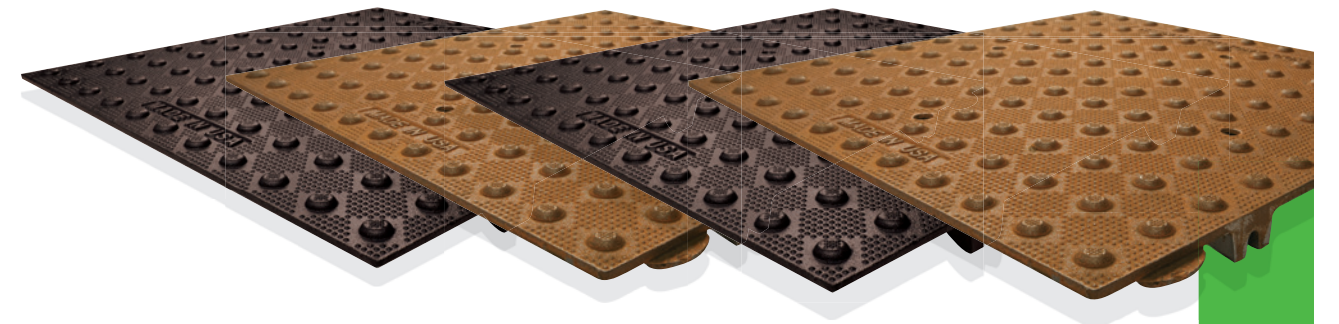
Detectable warning surfaces at platform boarding edges shall be 24 inches (610 mm) wide and shall extend the full length of the public use areas of the platform.

Materials

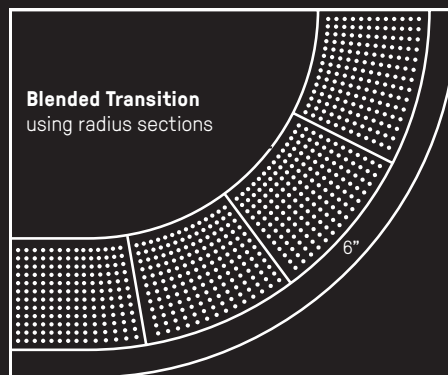
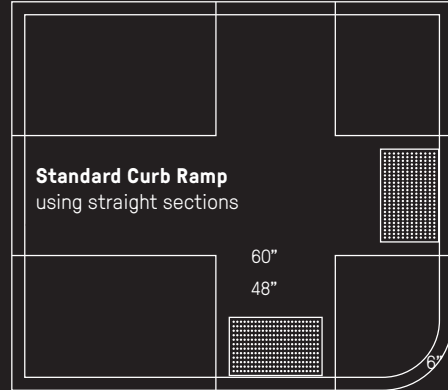
Cast gray iron conforming to ASTM A-48 class 30A minimum.

Withstands the Harshest of Weather Conditions

Our cast iron Detectable Warning Plates are regulatory-compliant while offering appealing aesthetics, exceptional longevity and freedom from maintenance. No matter where they're placed, you can be confident Neenah DWP's will stand strong in any climate.



SUGGESTED SPECIFICATIONS & ADA INFO



Guideline for Accessible Right-Of-Way

The ADA and ABA have specific guidelines that refer to numerous issues concerning detectable warning. Neenah Foundry's Detectable Warning Plates help you meet these requirements.

Neenah recommends that specifiers review prevailing national, state and local guidelines to ensure full compliance.

SITE FURNISHINGS

NEENAH FOUNDRY: TRENCH GRATES - “RIVERWALK”

DECORATIVE TRENCH GRATES

DECORATIVE GRATES

R-4990 Series	River Walk	Tidal Wave	Greek Key	Carriage Walk
R-4989	X	X	X	X
R-4990-CX		X		
R-4999-CX		X		
R-4990-FX	X			
R-4999-FX	X			
R-4996 Type M Trench Frame				
R-4996-A6	X	X	X	X
R-4996-A12		X		
R-4996-A	X			

Neenah Foundry’s line of decorative trench grates combine stylish designs with the durability and quality you have come to expect from a Neenah Foundry product. Available in four equally captivating designs, these grates will add that extra touch to your special project. Neenah Foundry offers these grates in the R-4990 & R-4996 series. For more information on custom grates, please contact your local Neenah representatives by going to www.groupnei.com



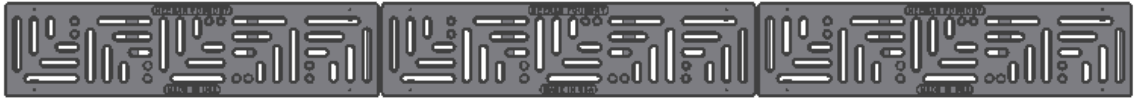
River Walk



Tidal Wave



Greek Key



Carriage Walk

DECORATIVE TRENCH GRATES

SITE FURNISHINGS

TOURNESOL: PLANTERS WITH SCREENS - “WILSHIRE”

Select one of the patterns shown at right or submit your own artwork.

Available in powder-coated or weathering steel.

Shown at right in 48”L x 48”H

48”L x 48”H

WX-48 INCLUDES ONE 48”L x 48”H LASER-CUT SCREEN.

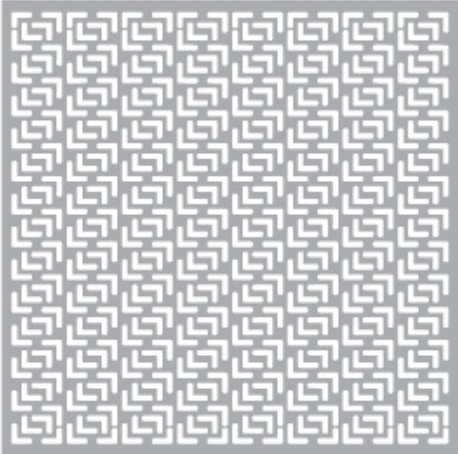
72”L x 48”H

WX-72 INCLUDES ONE 72”L x 48”H LASER-CUT SCREEN.

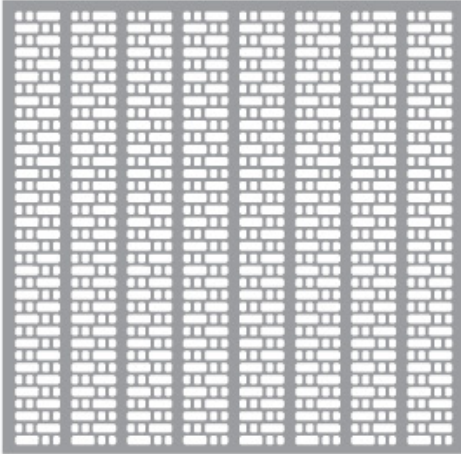
96”L x 48”H

WX-96 INCLUDES ONE 96”L x 48”H LASER-CUT SCREEN.

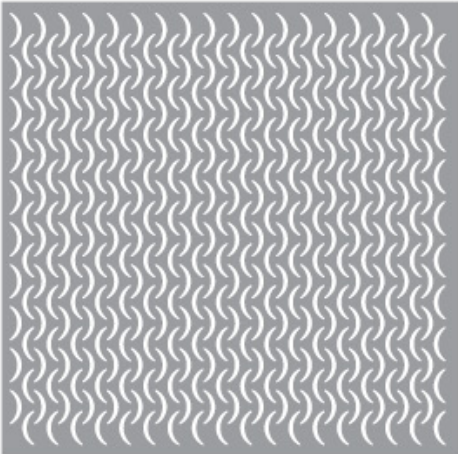
CUSTOM PATTERN OPTIONS	
Part No.	Description
WXS-LC	Custom laser-cut screen charge, varies by design and size
WXS Setup CAD	One-time setup charge for laser-cut screens, customer to provide CAD drawings
WXS Setup PDF	One-time setup charge for laser-cut screens, customer to provide PDF drawings



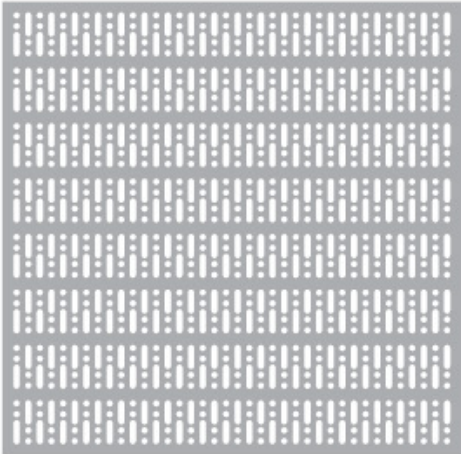
Pattern 2



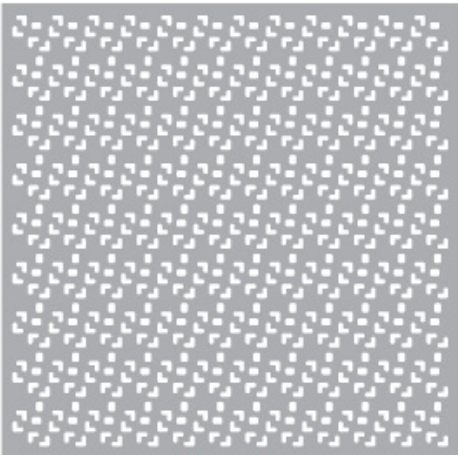
Pattern 3



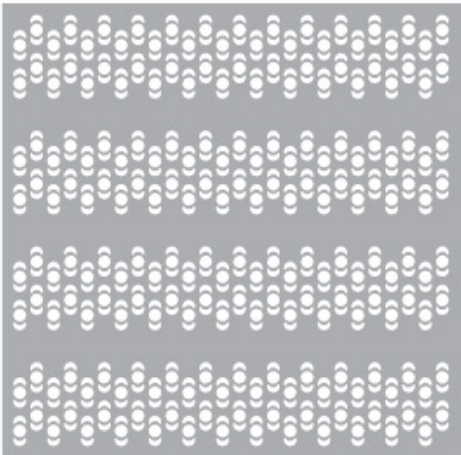
Pattern 4



Pattern 6



Pattern 7



Pattern 8

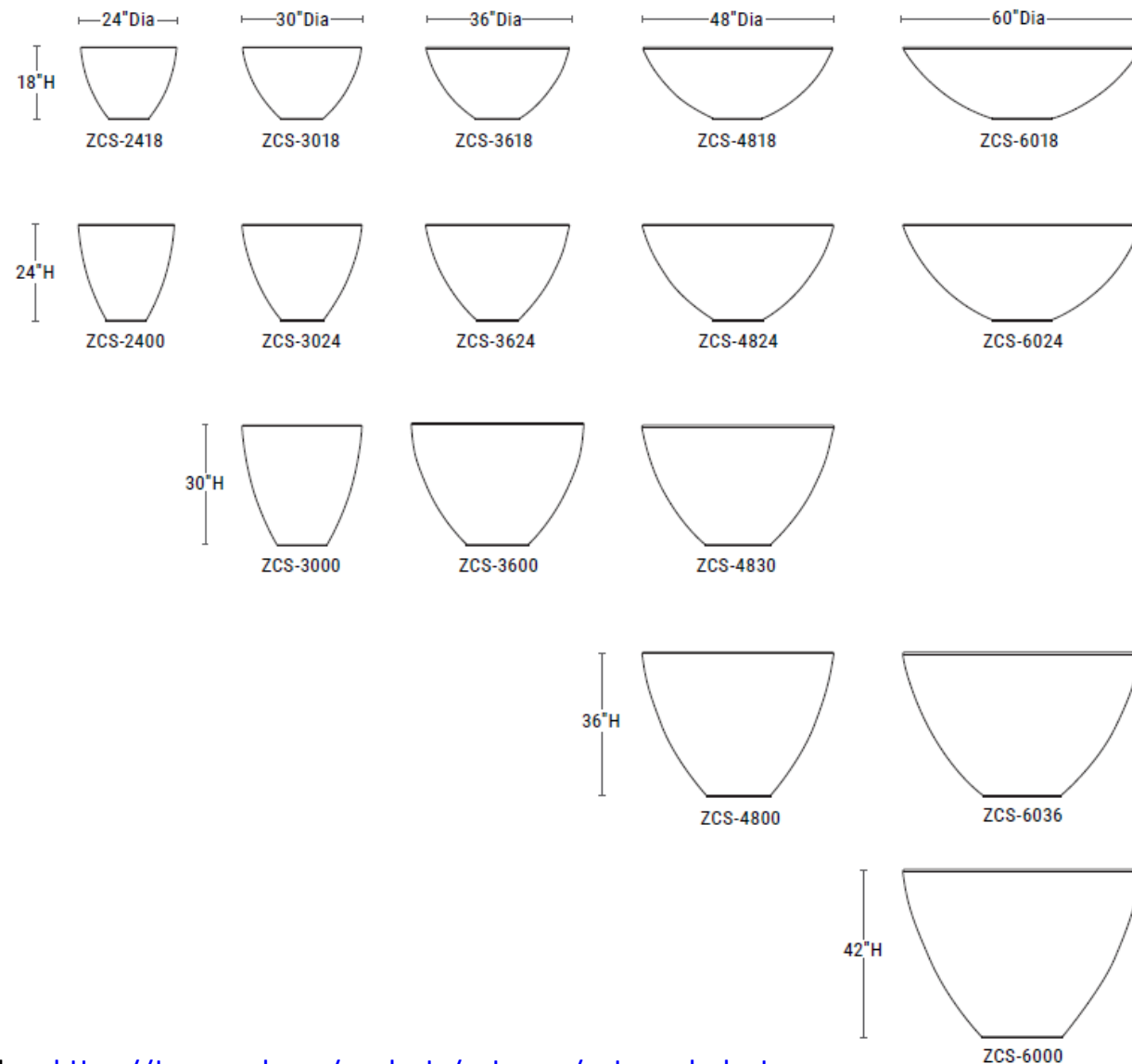
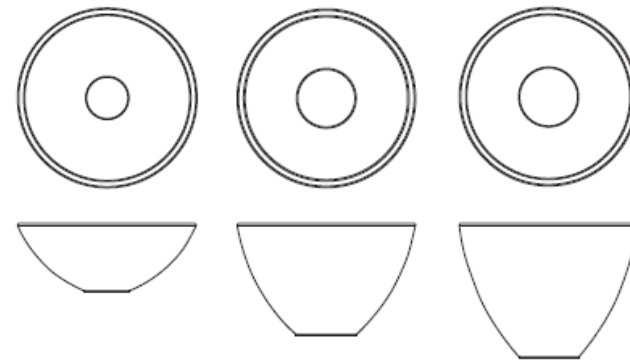


SITE FURNISHINGS

TOURNESOL: POTS AND PLANTERS (SEE PLANTING GUIDE FOR ALL SELECTIONS)

Zena Collection, GFRC

- Lightweight GFRC concrete planters designed to be durable despite low weight
- Coordinates with our self-watering container irrigation products
- Drain holes standard
- Round planter sizes from 24" to 60"



PLANTING DESIGN GUIDELINES

PLANTING DESIGN GUIDELINES

OVERVIEW AND PLANT LIST

PLANTING DESIGN GUIDE OVERVIEW

This planting guides documents an integrated planting strategy for the various scales of planting opportunities in downtown Jenks. The species list at right documents various species selected based on appropriateness of size to scale of application. Each of the planting scale applications (Pots, Planters, Bulbouts, Median 1, and Median 2 Entry Monument) are elaborated on the following pages with reference images of plant species, example planting plan, and visualization. Planting plans are generally intended to comprise a few species from the respective palette; the broader plant palette is intended to provide flexibility based on plant availability and performance of plant material over time.

To determine quantities of plants per plant bed, identify the recommended spacing in the table at right, then use the associated “PLANTS/SF” multiplier on the following page per the “PLANT SPACING CHART”, and then multiply by the square footage of the planting area for that species. Square footages for the various planting areas are noted on the respective planting layout sheets.

POTS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
10-20 CF Pots	Pennisetum 'Hameln'	Dwarf Fountain Grass	18-36"	18-30"	18-30"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Gaura 'Whirling Butterflies'	Beeblossom	24-36"	12-36"	18-36"
	Coreopsis lanceolata	Lance-leaved coreopsis	12-36"	12-36"	12-24"
	Rubeckia 'Goldsturm'	Black-Eyed Susan	24-36"	12-24"	18-24"
	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
Large Statement Pots	Buxus 'Green Velvet'	Boxwood	36-48"	36-48"	24-30"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Nepeta 'Walker's Low'	Cat Mint	24-36"	24-36"	24-36"
	Lantana 'New Gold'	Trailing Lantana	12-20"	36-60"	24-36"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Cercis canadensis 'Forest Pansy'	Eastern Redbud	15-30'	20-35'	
Trees	Amelanchier x grandiflora 'Autumn Brilliance'	Serviceberry	15-25'	15-20'	
	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	15-20'	7-10'	
	Ilex decidua	Possumhaw Holly	15-25'	10-15'	
	Myrica cerifera	Wax Myrtle	15-25'	10-20'	
	Viburnum rufidulum	Rusty Blackhaw	10-20'	10-15'	
	Cornus drumondii	Roughleaf dogwood	10-20'	10-15'	
	Prunus mexicana	Mexican Plum	15-25'	15-25'	

PLANTERS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Perennials	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Lantana 'New Gold'	Trailing Lantana	12-20"	36-60"	24-36"

BULBOUTS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Grasses	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
Shrubs	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Coreopsis verticillata 'Moonbeam'	Moonbeam Tickseed	18-24"	18-24"	18-24"
	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
Perennials	Amsonia hubrichtii	Blue Star	24-36"	18-36"	24-36"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
	Aster x frikartii 'Monch'	Purple Aster	24-36"	18-24"	18-24"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Rubeckia 'Goldsturm'	Black-Eyed Susan	24-36"	12-24"	18-24"
	Gaura 'Whirling Butterflies'	Beeblossom	24-36"	12-36"	18-36"
	Nepeta 'Walker's Low'	Cat Mint	24-36"	24-36"	24-36"

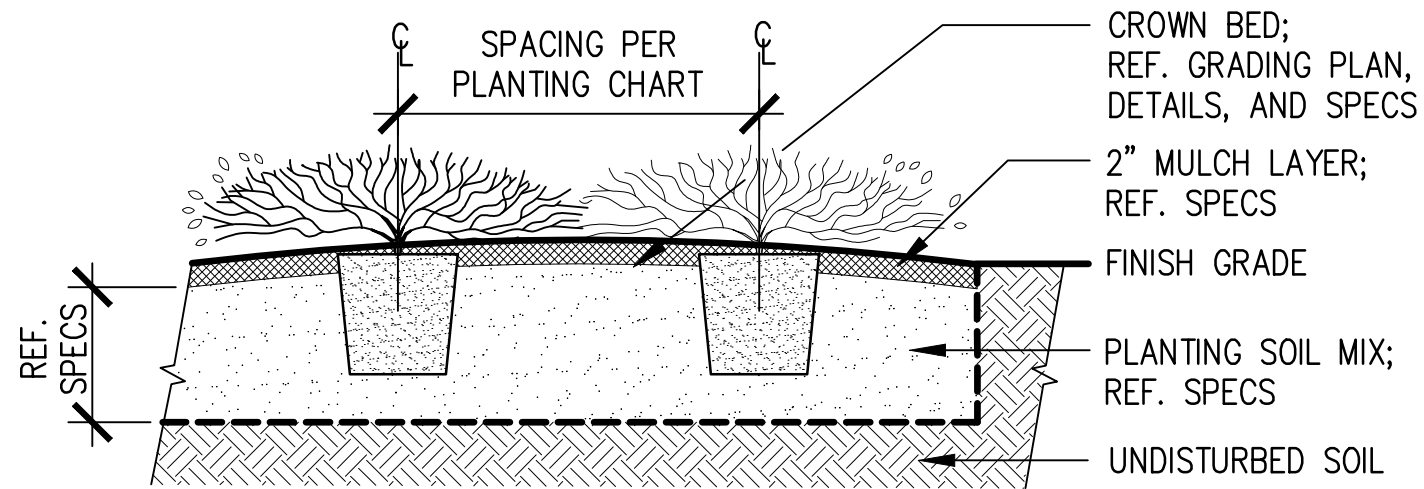
MEDIAN 1					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Grasses	Panicum 'Northwind'	Switchgrass	48-60"	24-36"	24-36"
	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
Shrubs	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Amsonia hubrichtii	Blue Star	24-36"	18-36"	24-36"
Perennials	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Aster x frikartii 'Monch'	Purple Aster	24-36"	18-24"	18-24"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Lythrum salicaria	Purple Loosestrife	36-48"	24-48"	12-18"
	Liriope muscari	Liriope	10-18"	12-18"	12-18"
	Baptisia australis	Blue False Indigo	36-48"	36-48"	24-36"
	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	15-20'	7-10'	

MEDIAN 2 (ENTRY MONUMENT)					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Interior Planting (Taller Height)	Panicum 'Northwind'	Switchgrass	48-60"	24-36"	24-36"
	Baptisia australis	Blue False Indigo	36-48"	36-48"	24-36"
	Lythrum salicaria	Purple Loosestrife	36-48"	24-48"	12-18"
	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
Middle Planting (Medium Height)	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
Outer Band Planting (Shorter Height)	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Liriope muscari	Liriope	10-18"	12-18"	12-18"

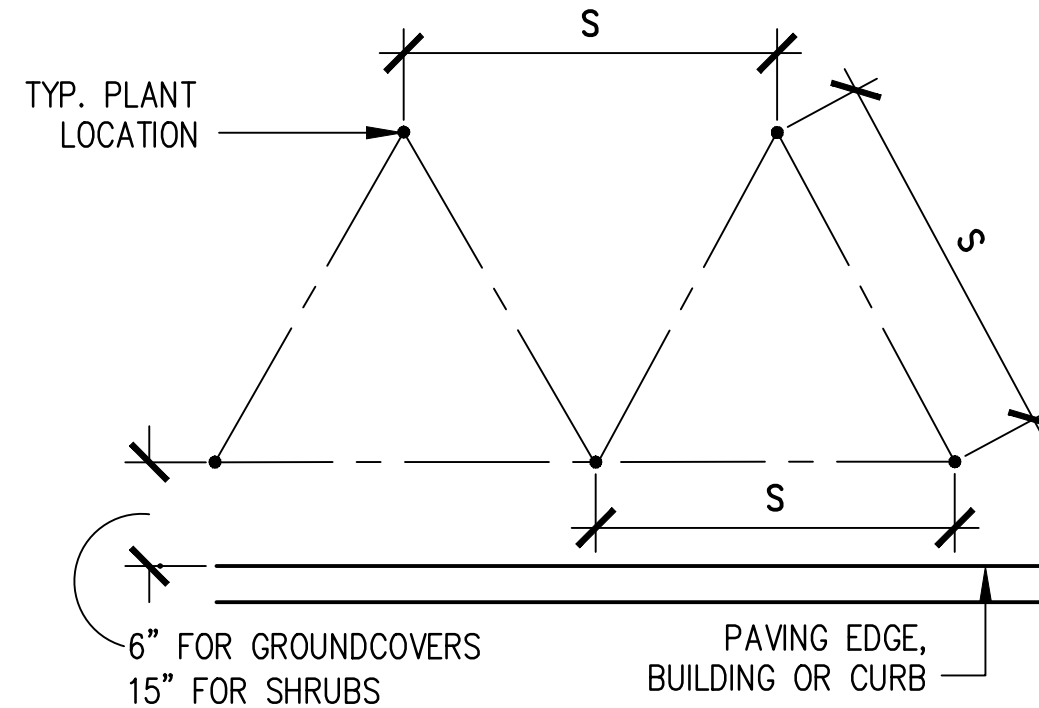
PLANTING DESIGN GUIDELINES

PLANTING DETAILS

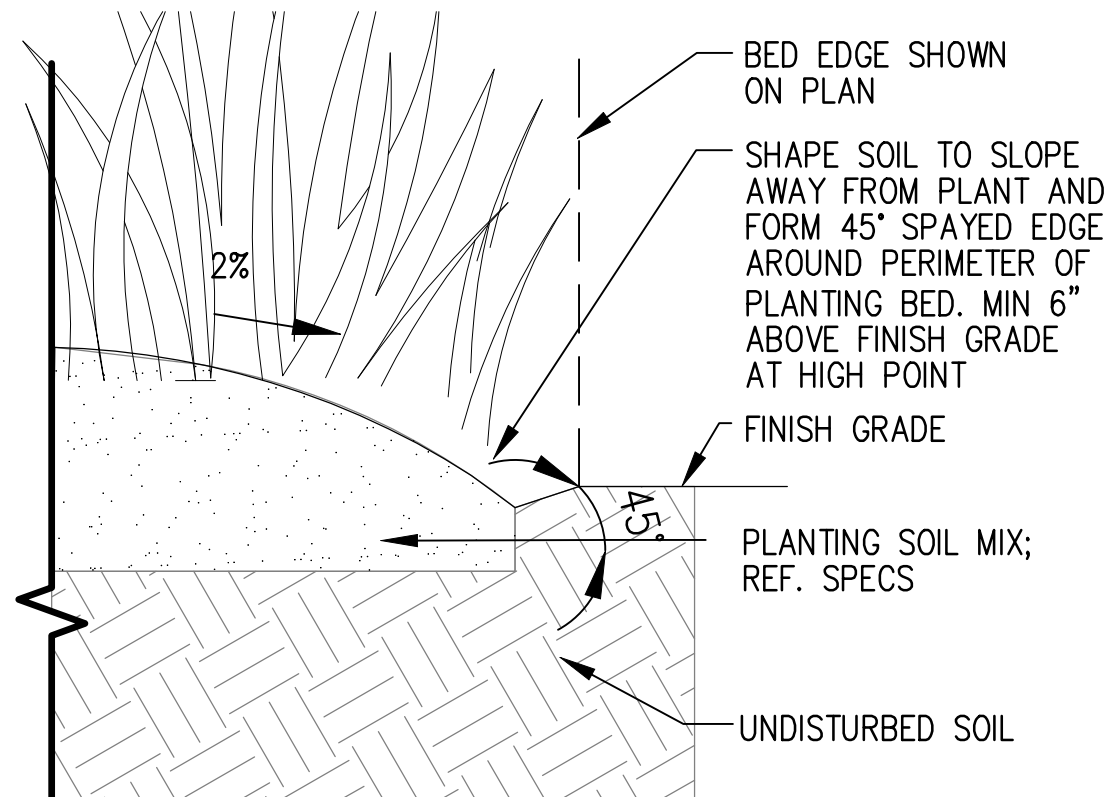
NOTE: DIMENSION 'S' DENOTES PLANT SPACING AS CALLED OUT ON PLANT LIST.



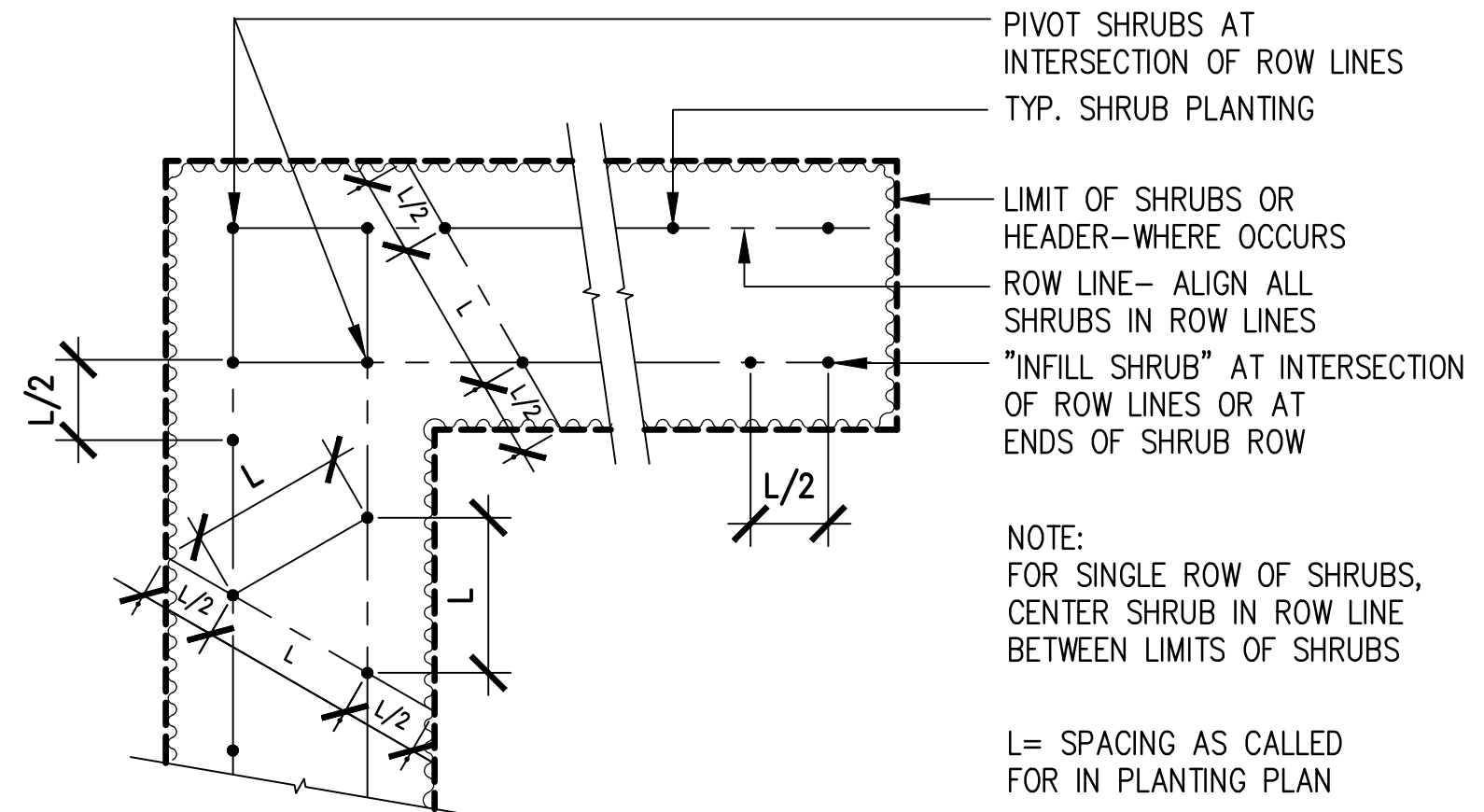
TYPICAL SHRUB PLANTING



SPACING	PLANTS / SF
6" O.C.	4.61
8" O.C.	2.60
9" O.C.	1.78
10" O.C.	1.66
12" O.C.	1.15
15" O.C.	.738
18" O.C.	.50
24" O.C.	.28
30" O.C.	.18
36" O.C.	.12
48" O.C.	.07
60" O.C.	.04
72" O.C.	.03



TYPICAL BED EDGE



PLANT SPACING CHART

PLANTING DESIGN GUIDELINES

STREET TREES



Bald Cypress
Taxodium distichum



Lacebark elm
Ulmus parvifolia



Ginkgo
Ginkgo biloba



Honeylocust
Gleditsia triacanthos



Chinese Pistache
Pistacia chinensis

PLANTING DESIGN GUIDELINES

PLANTING - POTS - GRASSES, SHRUBS, PERENNIALS

10-20 CF Pots	"Grass and Color"	Primary	A clump of Pennisetum 'Hameln' grass with long, arching, golden-brown seed heads on green foliage.	A clump of Schizachyrium 'Standing Ovation' grass with upright, blue-green blades and reddish-purple seed heads.	A clump of Muhlenbergia capillaris grass with fine, upright blades and dense, feathery pink seed heads.	
		Secondary	A clump of Salvia 'Mystic Spires' with dark green, serrated leaves and tall, dense spikes of small purple flowers.	A clump of Gaura 'Whirling Butterflies' with thin, upright stems and clusters of small white flowers with pink centers.	A clump of Coreopsis with numerous bright yellow, daisy-like flowers on green foliage.	A large clump of Rudbeckia 'Goldsturm' with many bright yellow, daisy-like flowers.
Large Statement Pots	"Shrub and Perennial"	Primary	A dense, rounded shrub of Ilex vomitoria 'Nana' with dark green, glossy leaves.	A dense, rounded shrub of Buxus 'Green Velvet' with dark green, glossy leaves.		
		Secondary	A clump of Heuchera 'Caramel' with large, rounded leaves in shades of yellow, orange, and red.	A clump of Nepeta 'Walkers Low' with dense, upright spikes of small purple flowers.	A large, bushy shrub of Lantana 'New Gold' with many bright yellow flowers.	A clump of Echinacea 'White Swan' with large, white daisy-like flowers with yellow centers.

PLANTING DESIGN GUIDELINES

PLANTING - POTS - TREES



Cercis canadensis 'Forest Pansy'
Eastern Redbud



Amelanchier x *grandiflora*
'Autumn Brilliance' — Serviceberry



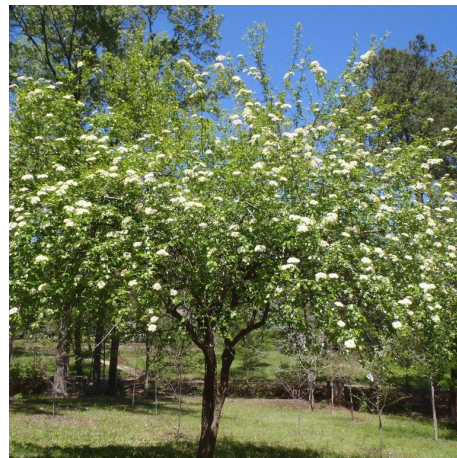
Magnolia grandiflora 'Little Gem'
Little Gem Magnolia



Ilex decidua
Possumhaw Holly



Myrica cerifera
Wax Myrtle



Viburnum rufidulum
Rusty Blackhaw



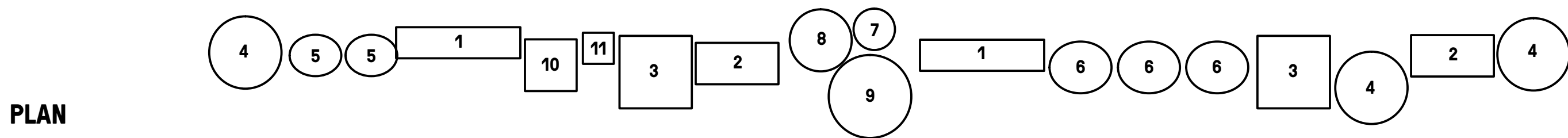
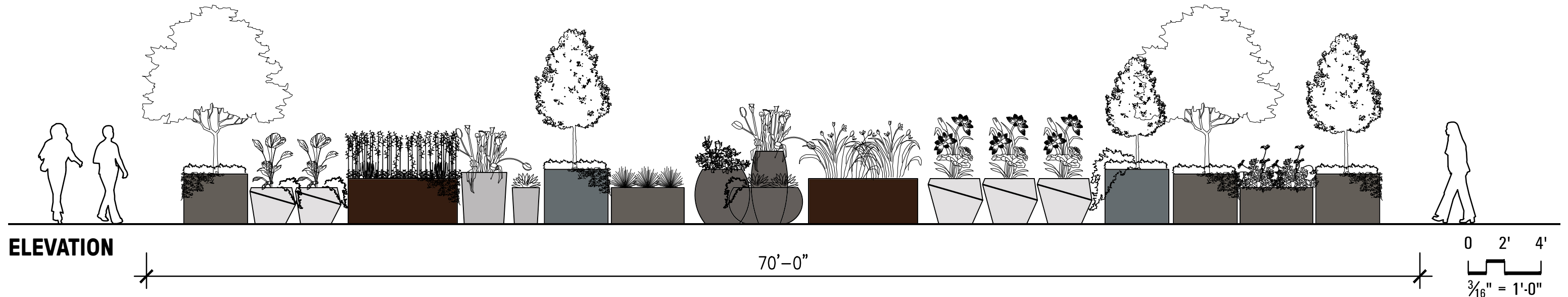
Cornus drumondii
Roughleaf Dogwood



Prunus mexicana
Mexican Plum

PLANTING DESIGN GUIDELINES

TOURNESOL PLANTERS (THE HIVE PARKING LOT - PILOT SELECTIONS)



Wilshire Rectangle

- 1** 72"Lx18"Wx30"H (WR-721830)
Color: "Chocolate"
- 2** 48"L x 24"W x 24" H (WR-482424)
Color: "Puddle"



Wilshire Square with Toe Kick

- 3** 42"Lx42"Wx36"H (WR-4200)
Color: "Shadow"



Wilshire Round with Toe Kick

- 4** 42" Dia x 33" H (WS-4200)
Color: "Puddle"



Delta

- 5** 30" x 24" (DT-3000)
Color: "Smoke"
- 6** 36" x 30" (DT-3600)
Color: "Smoke"



Aquarian

- 7** 24" Dia x 48" H (QS-2448)
Color: "Iron"
- 8** 36" Dia x 36" H (QS-3600)
Color: "Iron"
- 9** 48" Dia x 24"H (QS-4824)
Color: "Iron"



Urban Square

- 10** 30"L x 30"W x 34"H (UR-3000)
Color: "Silver"
- 11** 18"L x 18"W x 24" H (UR-1800)
Color: "Silver"

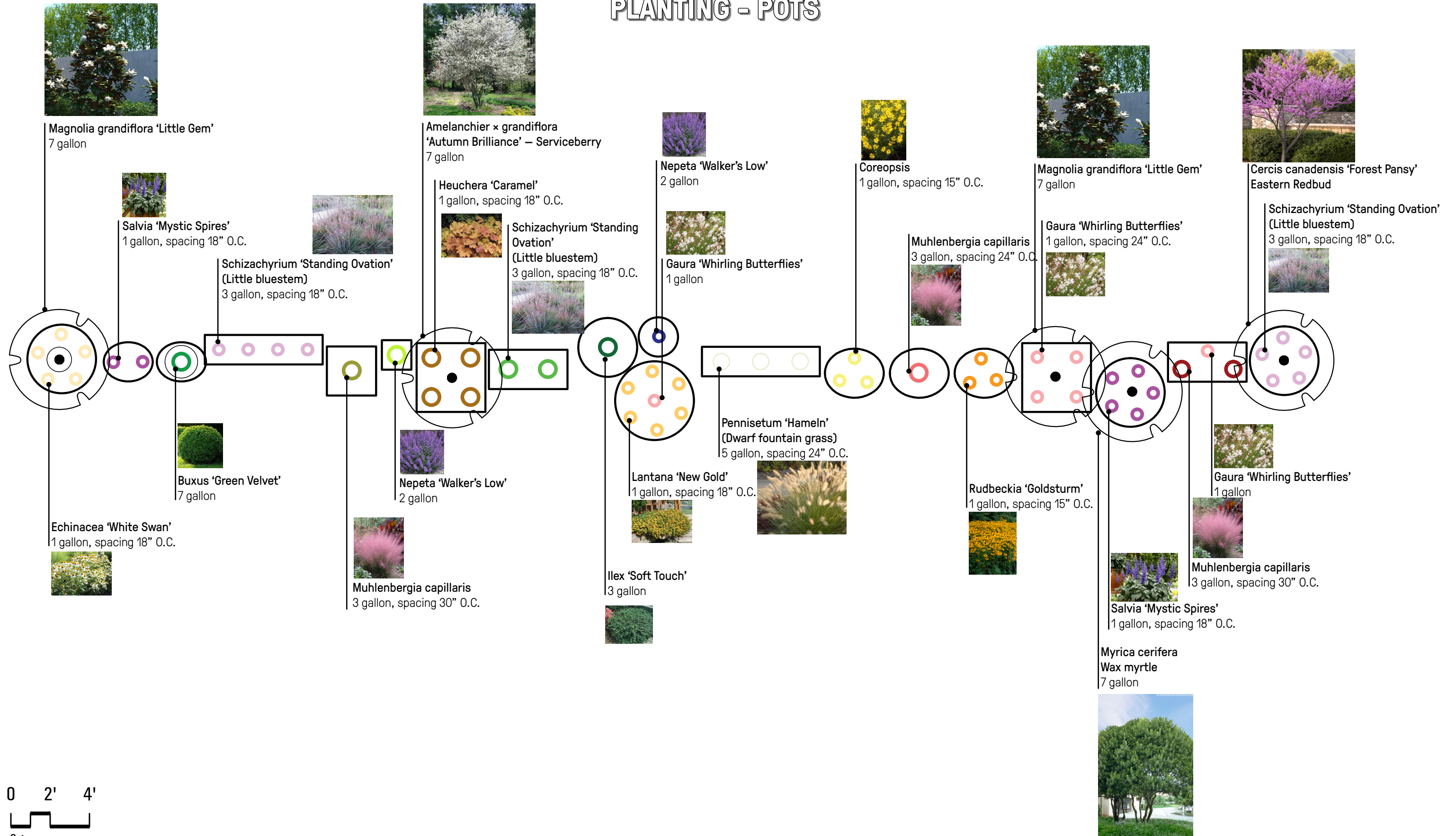
SPACE DEFINING PLANTERS

Link: <https://tournesol.com/products/category/pots-and-planters>

ACCENT PLANTERS

PLANTING DESIGN GUIDELINES

PLANTING - POTS



PLANTING DESIGN GUIDELINES

PLANTING - PLANTERS



Ilex vomitoria 'Nana' (Dwarf Yaupon)



Salvia ('Mystic Spires')



Asclepias tuberosa (Butterfly Weed)



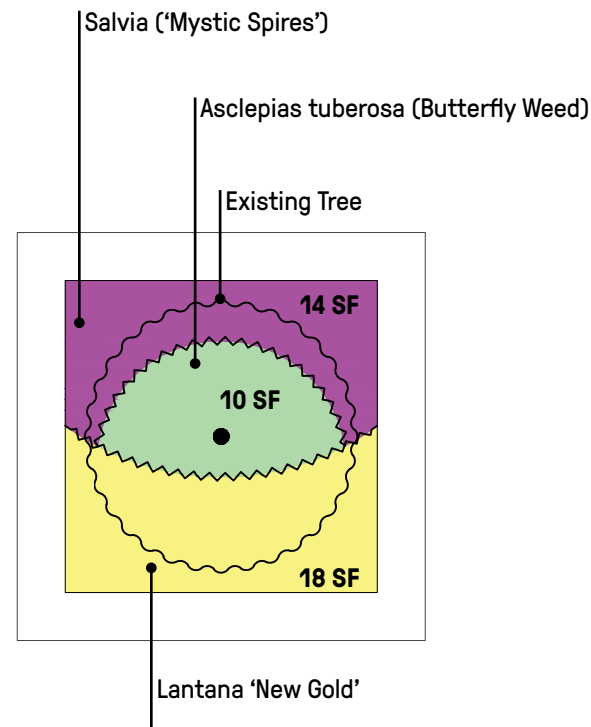
Heuchera 'Caramel'



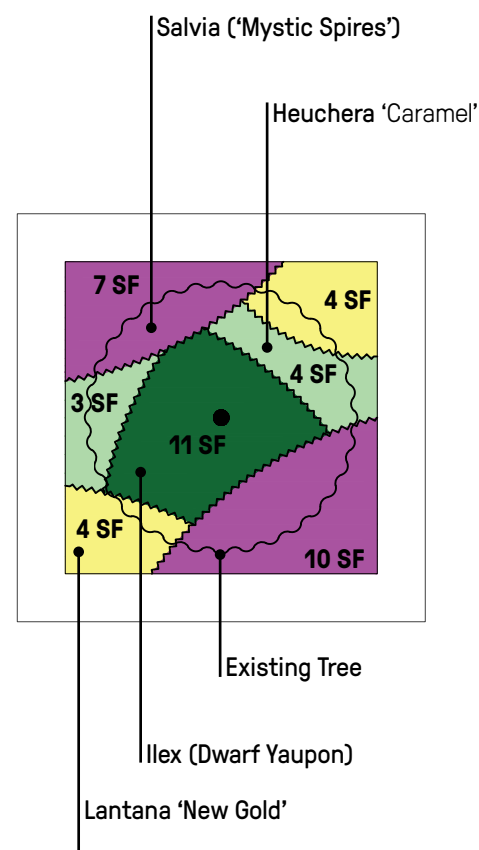
Lantana 'New Gold' (Trailing Lantana)

PLANTING DESIGN GUIDELINES

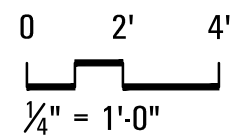
PLANTING - PLANTERS



EXAMPLE PLANTING PLAN OPTION 1



EXAMPLE PLANTING PLAN OPTION 2



OPTION 2 3D VISUALIZATION

PLANTING DESIGN GUIDELINES

PLANTING - BULBOUTS

Grasses



Schizachyrium 'Standing Ovation'
(Little bluestem)

Shrubs



Ilex (Dwarf Yaupon)



Achillea 'Terracotta'



Coreopsis 'Moonbeam'

Perennials



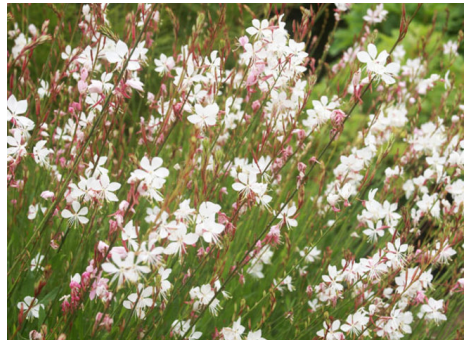
Salvia ('Mystic Spires')



Echinacea ('White Swan')



Rudbeckia 'Goldsturm'



Gaura 'Whirling Butterflies'



Nepeta 'Walker's Low' (Cat Mint)



Asclepias tuberosa (Butterfly Weed)



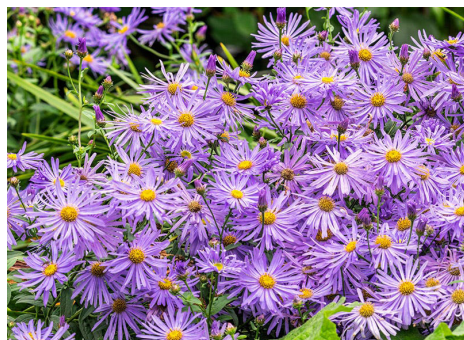
Amsonia hubrichtii



Salvia 'Victoria Blue'



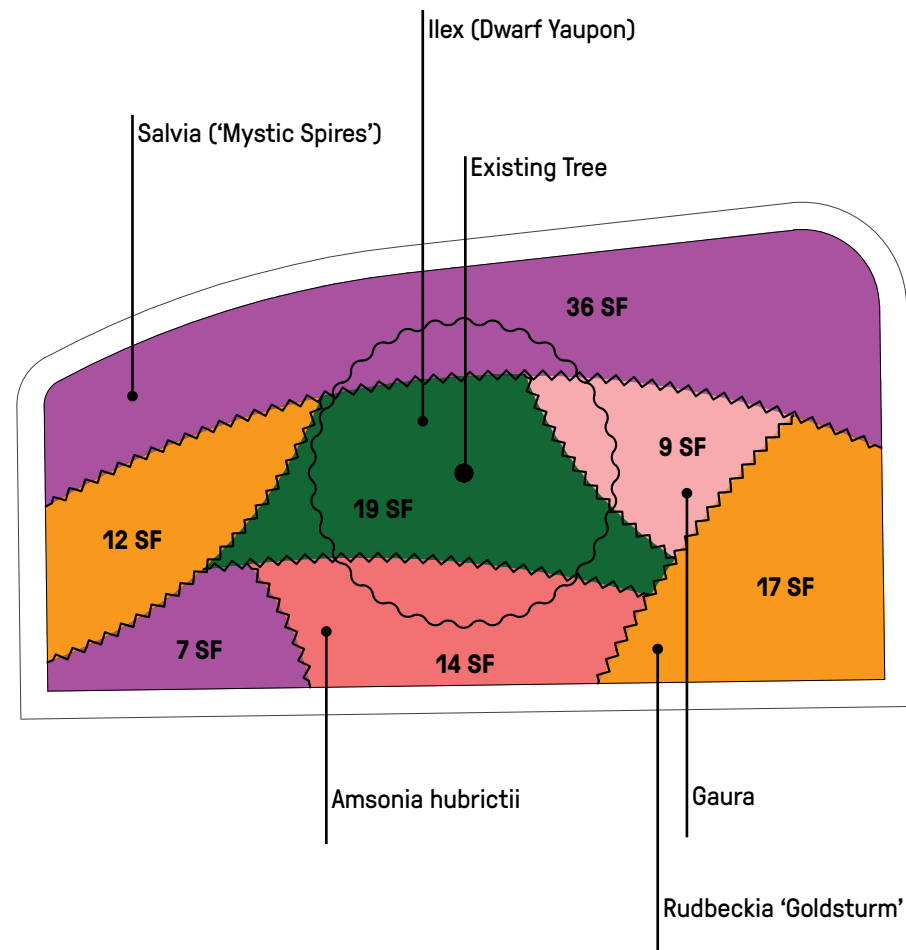
Salvia yangii



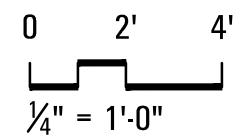
Aster x frikartii 'Monch'

PLANTING DESIGN GUIDELINES

PLANTING - BULBOUTS



EXAMPLE PLANTING PLAN



3D VISUALIZATION

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 1

Grasses



Panicum 'Northwind'



Muhlenbergia capillaris



Schizachyrium 'Standing Ovation'
(Little bluestem)

Shrubs



Ilex (Dwarf Yaupon)

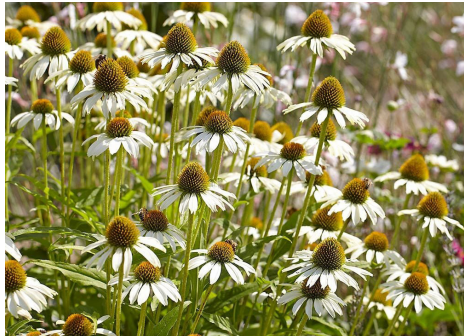


Achillea 'Terracotta'



Amsonia hubrichtii

Perennials



Echinacea 'White Swan'



Liriope muscari



Baptisia australis



Asclepias tuberosa (Butterfly Weed)



Aster x frikartii 'Monch'



Salvia ('Mystic Spires')



Salvia 'Victoria Blue'



Salvia yangii



Lythrum salicaria

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 1

Trees



Cercis canadensis 'Forest Pansy'
Eastern Redbud



Amelanchier x *grandiflora*
'Autumn Brilliance' — Serviceberry



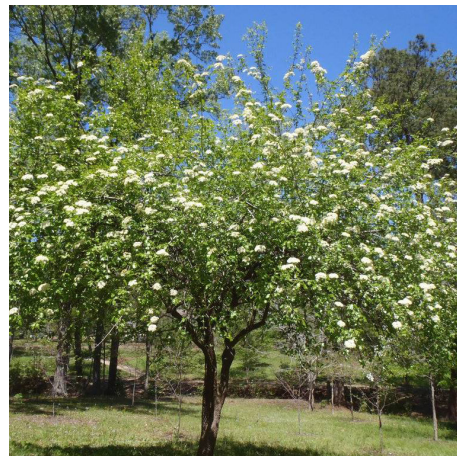
Magnolia grandiflora 'Little Gem'
Little Gem Magnolia



Ilex decidua
Possumhaw Holly



Myrica cerifera
Wax Myrtle



Viburnum rufidulum
Rusty Blackhaw



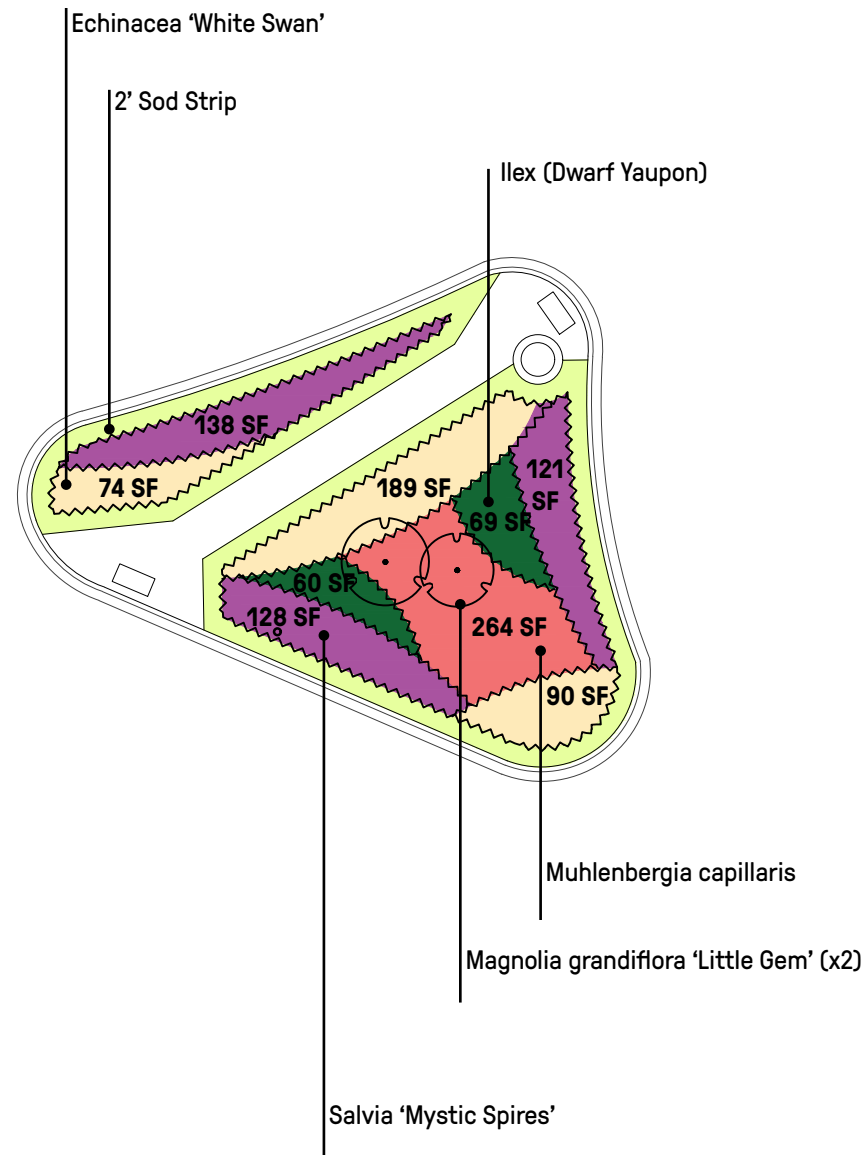
Cornus drumondii
Roughleaf Dogwood



Prunus mexicana
Mexican Plum

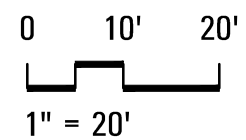
PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 1



3D VISUALIZATION

STREET MEDIAN PLANTING STUDY



PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 2 (ENTRY MONUMENT)

Inner Band



Panicum 'Northwind'



Baptisia australis



Lythrum salicaria



Ilex (Dwarf Yaupon)

Middle Band



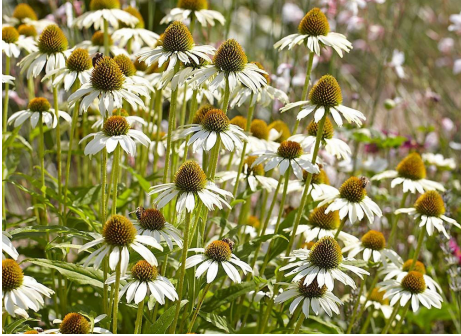
Salvia yangii



Muhlenbergia capillaris



Schizachyrium 'Standing Ovation'
(Little bluestem)



Echinacea 'White Swan'



Achillea 'Terracotta'

Outer Band



Salvia ('Mystic Spires')



Salvia 'Victoria Blue'



Asclepias tuberosa (Butterfly Weed)



Heuchera 'Caramel'



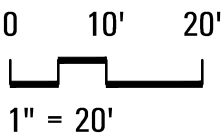
Liriope muscari

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 2 (ENTRY MONUMENT)



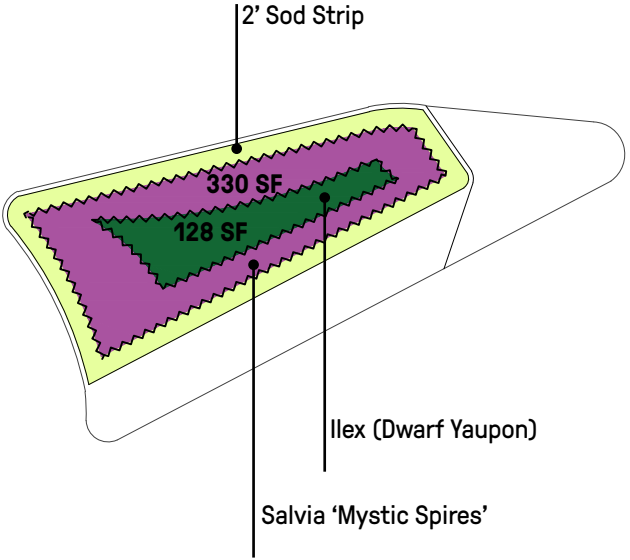
EXAMPLE PLANTING PLAN



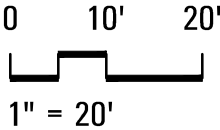
3D VISUALIZATION

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 2 (ENTRY MONUMENT)



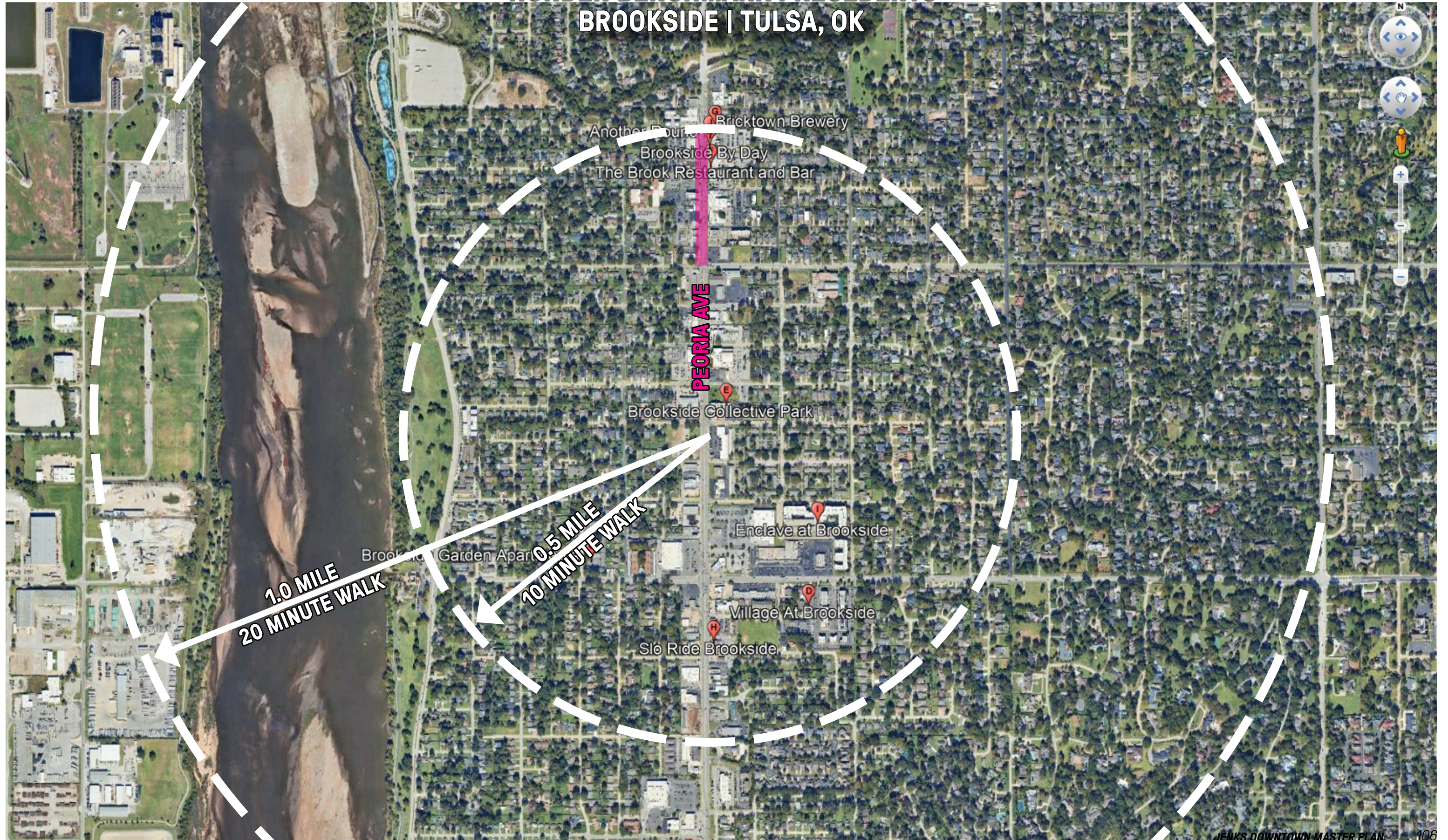
EXAMPLE PLANTING PLAN



3D VISUALIZATION

REFERENCE PROJECTS

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
BROOKSIDE | TULSA, OK



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

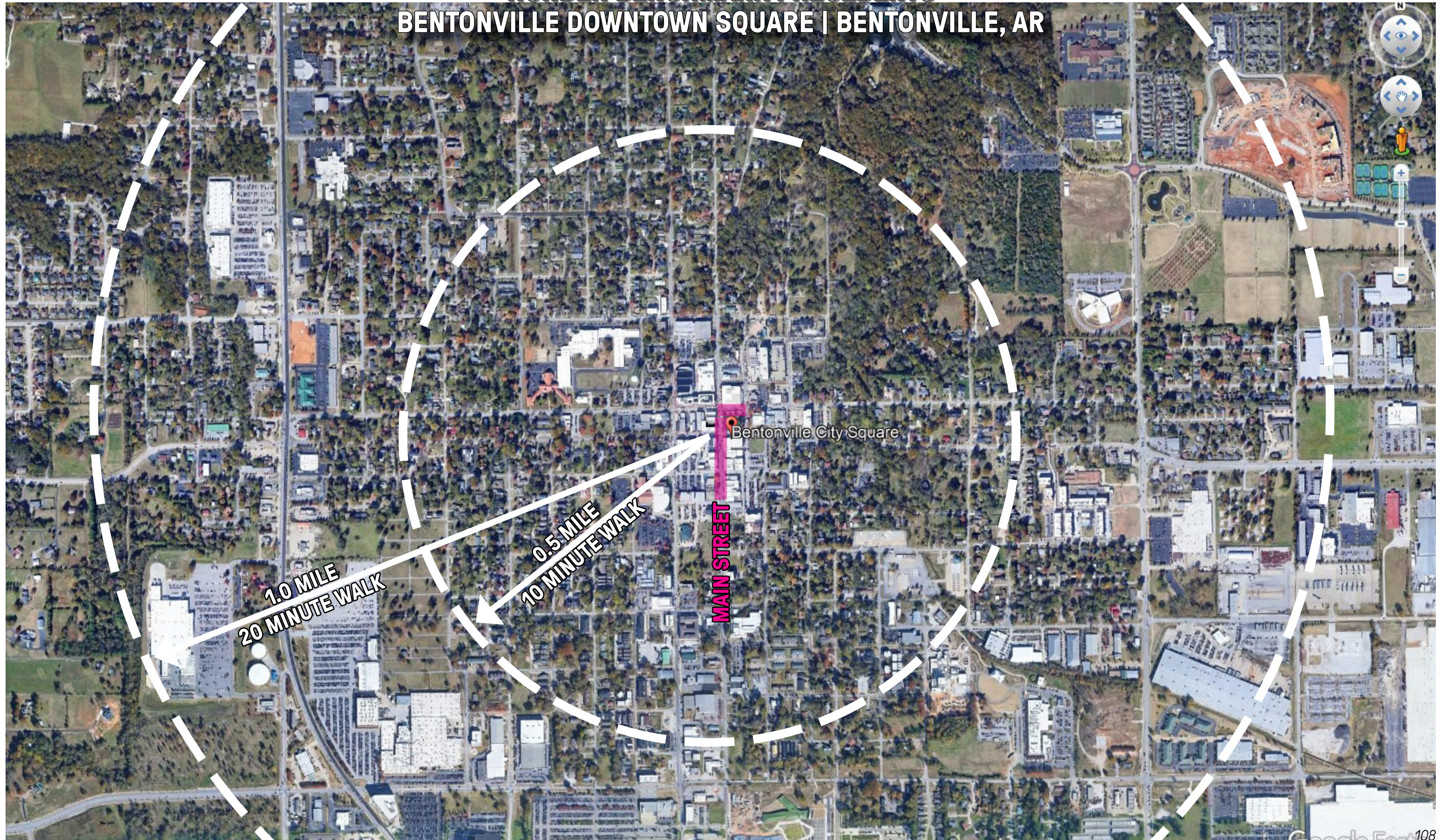
Right-of-Way: 80'

Building Face to Building Face: 80'

NOTE: SAME ROW DISTANCE AS JENKS



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
BENTONVILLE DOWNTOWN SQUARE | BENTONVILLE, AR



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

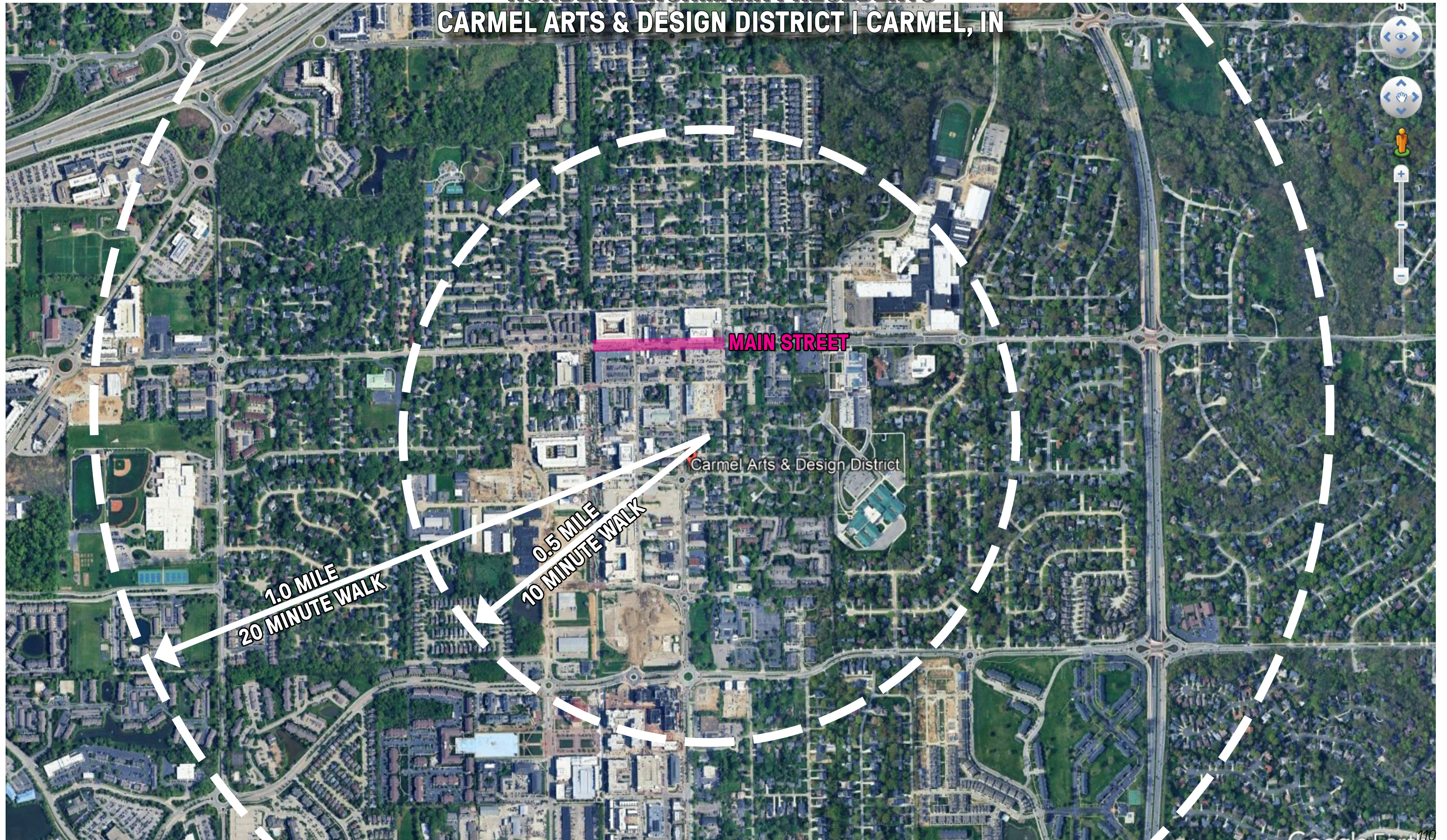
Right-of-Way: 65'
View at Downtown Square

NOTE: EVENT ACCOMMODATION



BENTONVILLE DOWNTOWN SQUARE | BENTONVILLE, AR

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
CARMEL ARTS & DESIGN DISTRICT | CARMEL, IN



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'

Building Face to Building Face: 65'

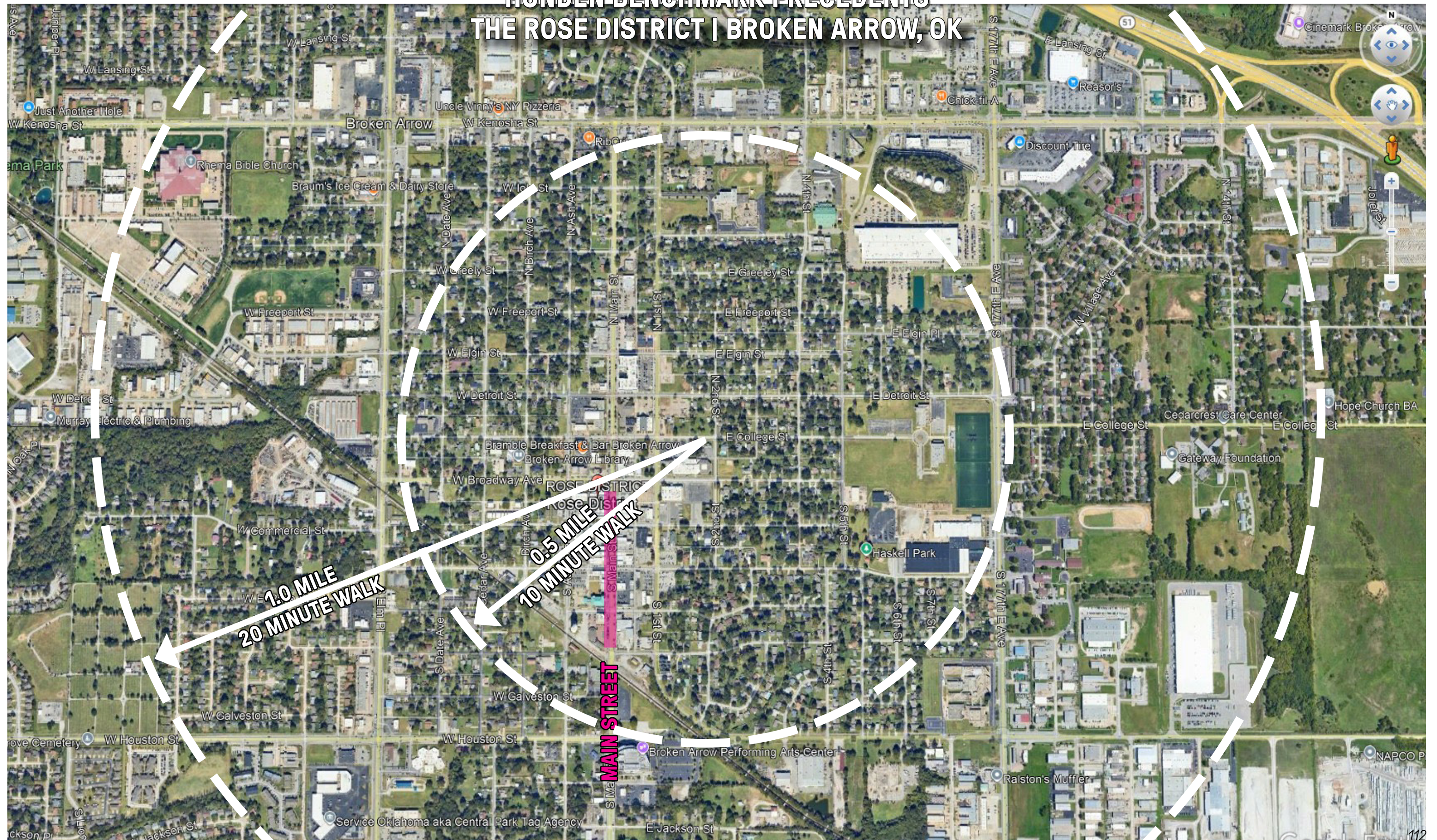
NOTE: BIKING INFRASTRUCTURE INTEGRATION



CARMEL ARTS & DESIGN DISTRICT | CARMEL, IN

Image capture: Oct 2024 © 2025 Google United States Terms Privacy Report a problem

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
THE ROSE DISTRICT | BROKEN ARROW, OK



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 100'

Building Face to Building Face: 100'

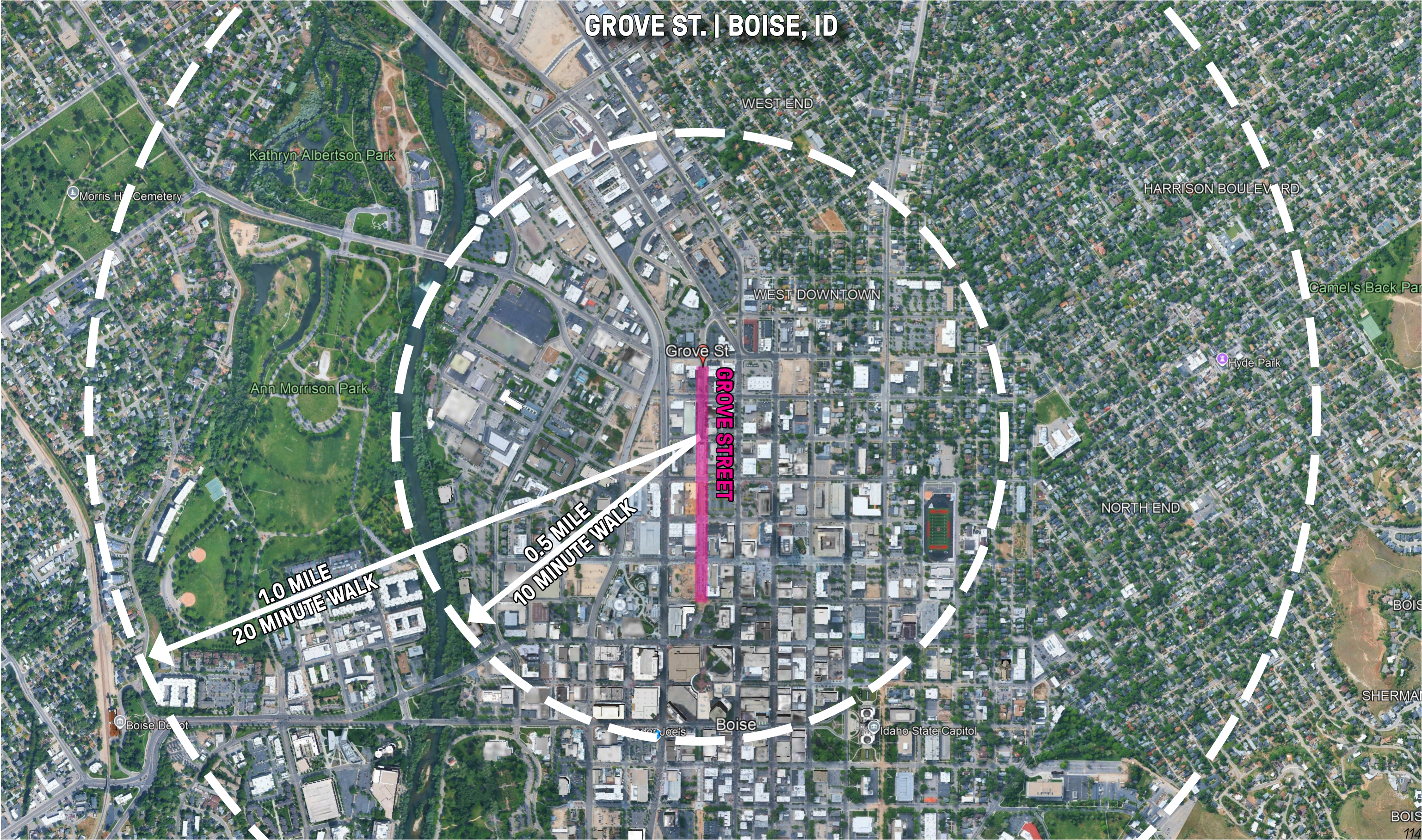
NOTE: PLANTING + PEDESTRIAN SAFETY



THE ROSE DISTRICT | BROKEN ARROW, OK

Image capture: Sep 2024 © 2025 Google United States Terms Privacy Report a problem

STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS

GROVE ST. | BOISE, ID

Right-of-Way: 80'



STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
HIGH-DENSITY, ZERO LOT LINE BUILDING FACADES ALONG STREET



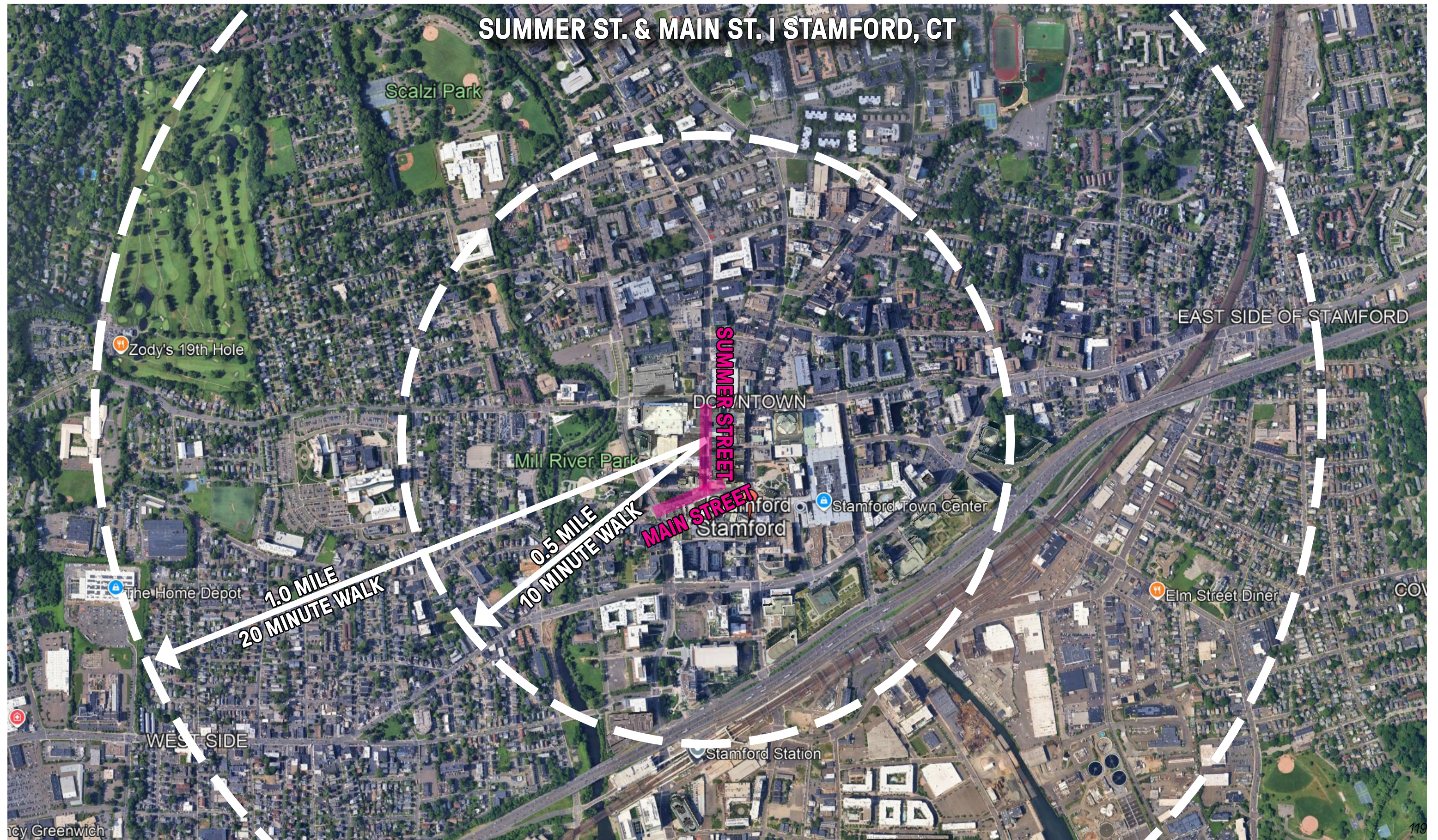
STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
LOW-DENSITY, ZERO LOT LINE BUILDING FACADES ALONG STREET



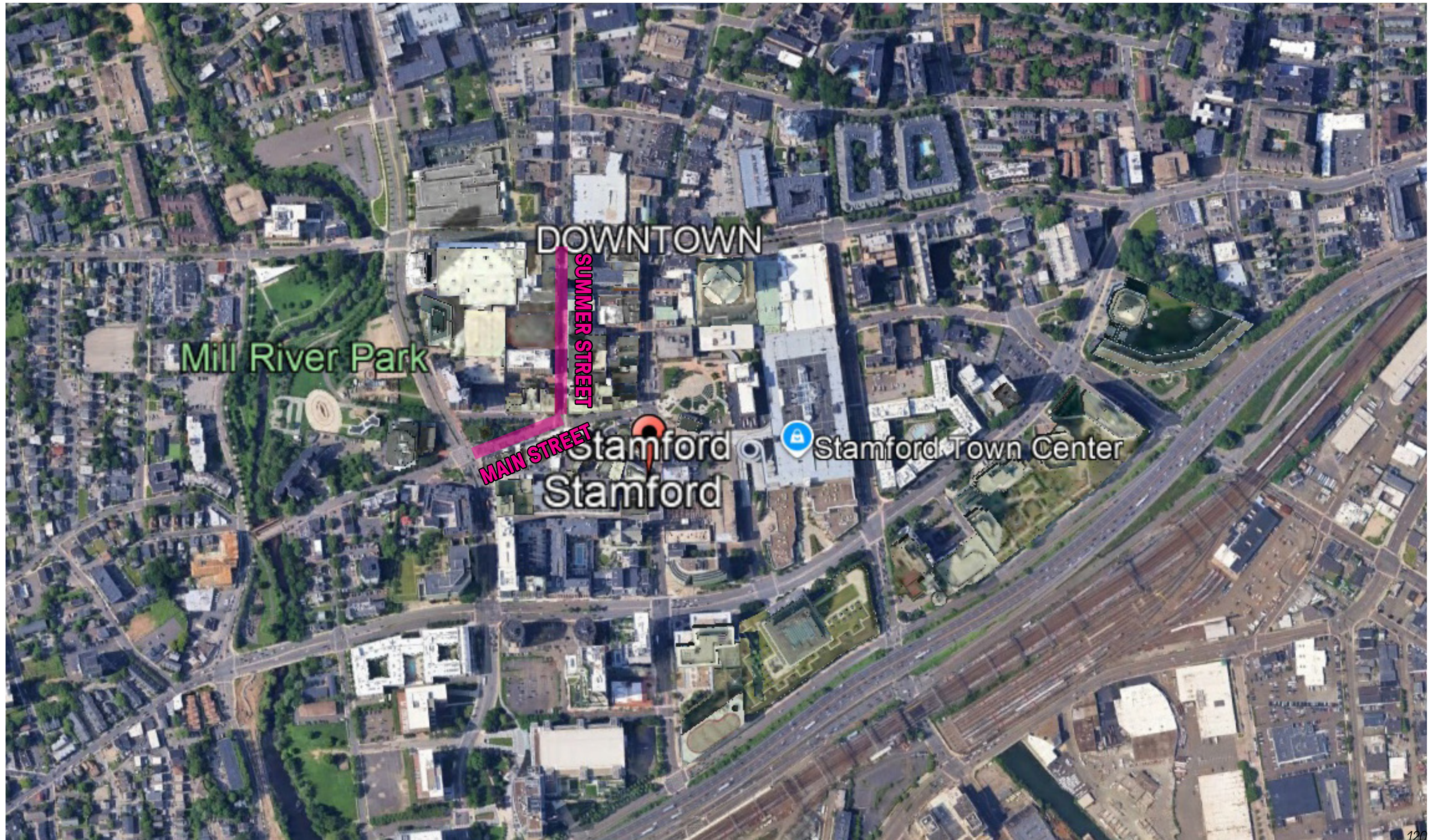
STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
LOW-DENSITY, BUILDING FACADE SET BACK FROM STREET



STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS

SUMMER ST. | STAMFORD CT (2016)



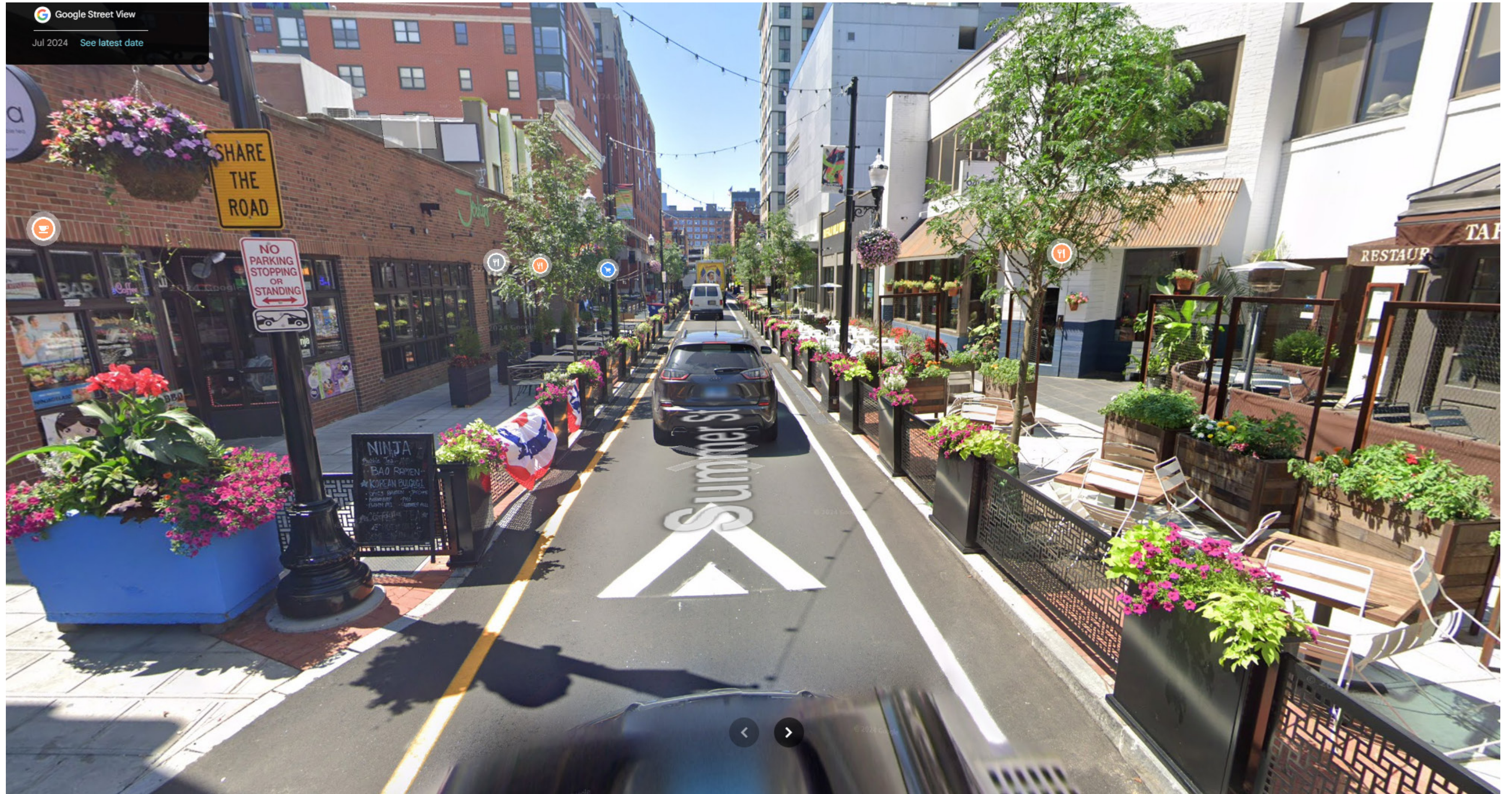
STREETSCAPE PRECEDENTS

SUMMER ST. | STAMFORD CT (2019)



STREETSCAPE PRECEDENTS

SUMMER ST. | STAMFORD CT (2024)



STREETSCAPE PRECEDENTS

MAIN ST. | STAMFORD CT (SEASONAL ROAD CLOSURE)



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN PADUCAH | PADUCAH, KY

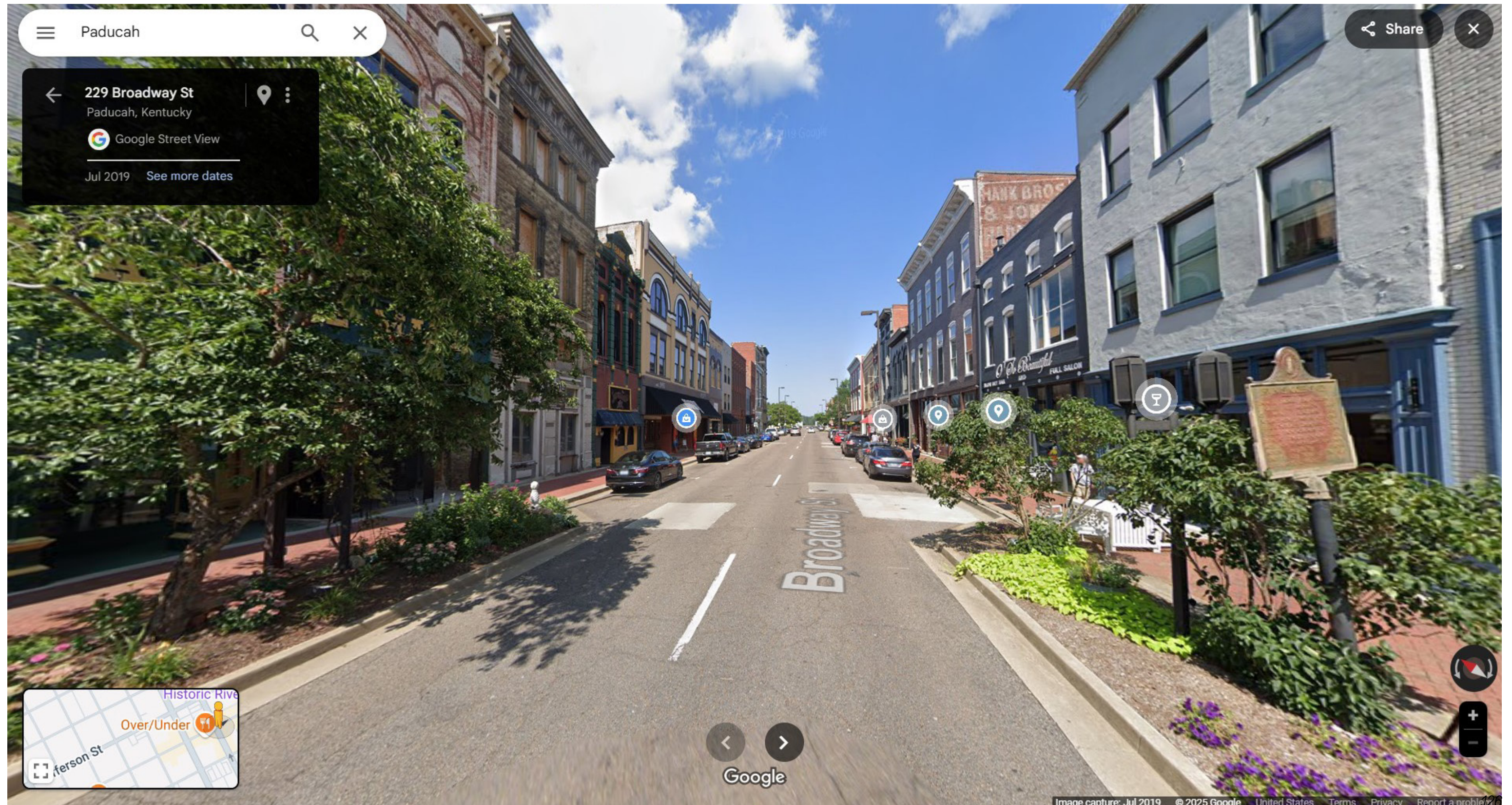


STREETSCAPE PRECEDENTS

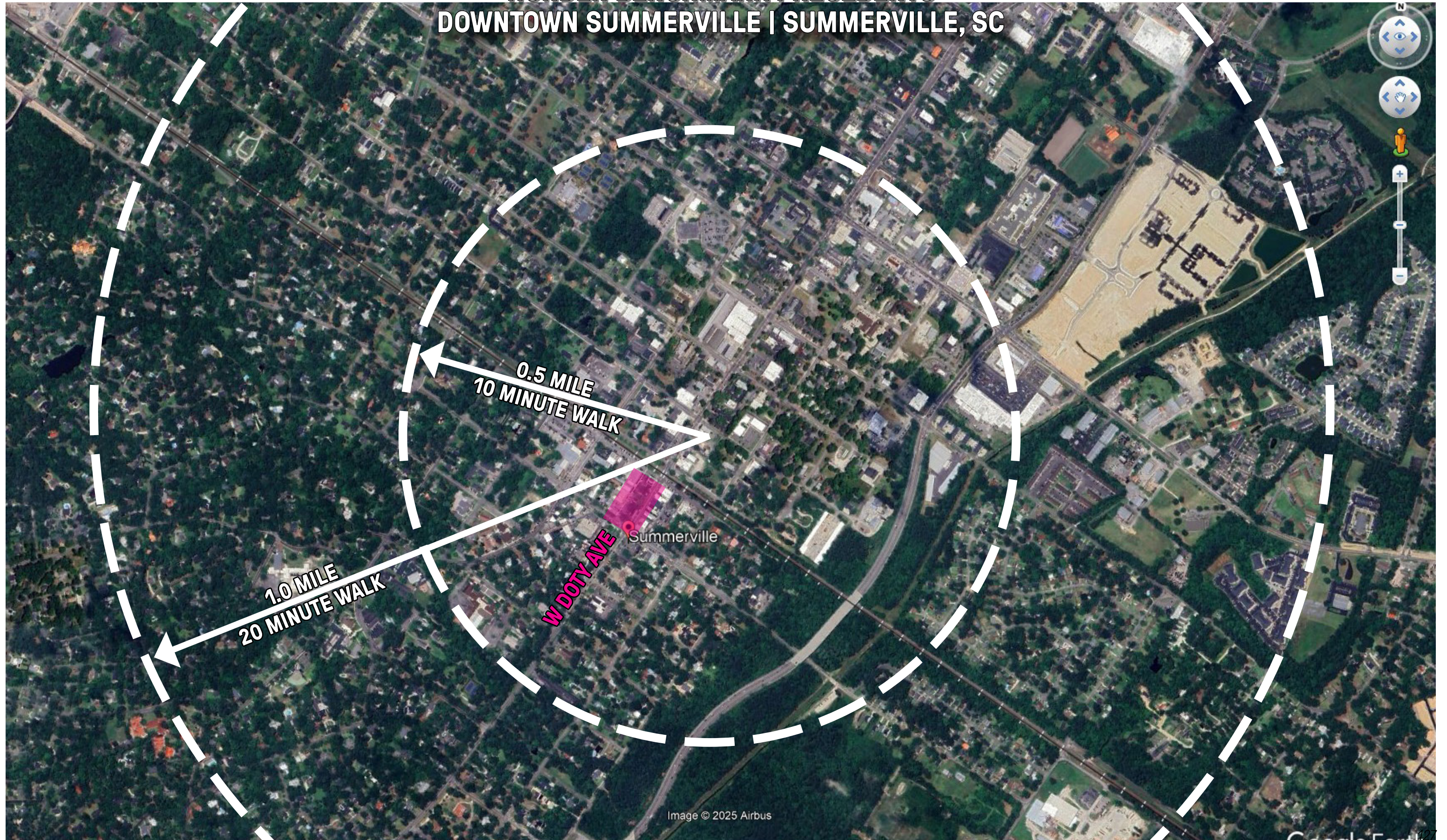
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'

Building Face to Building Face: 65'



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN SUMMERVILLE | SUMMERVILLE, SC



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 60'/65'/60'

Building Face to Building Face: 200'



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 60'/65'/60'

Building Face to Building Face: 200'



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
THE WOODLANDS TOWN CENTER | THE WOODLANDS, TX

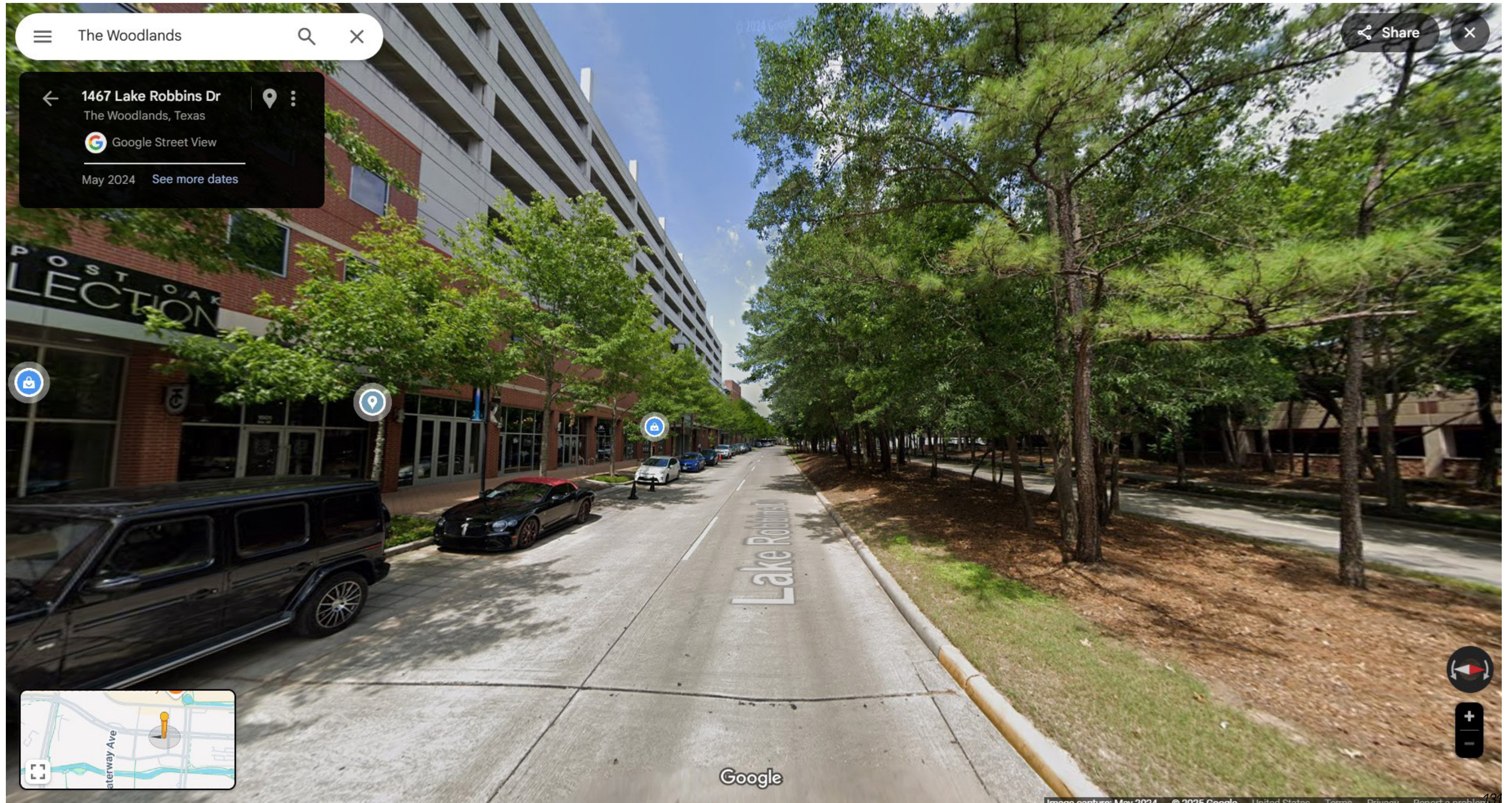


STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**

Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**

Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**

Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN CHATTANOOGA | CHATTANOOGA, TN



STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 120'

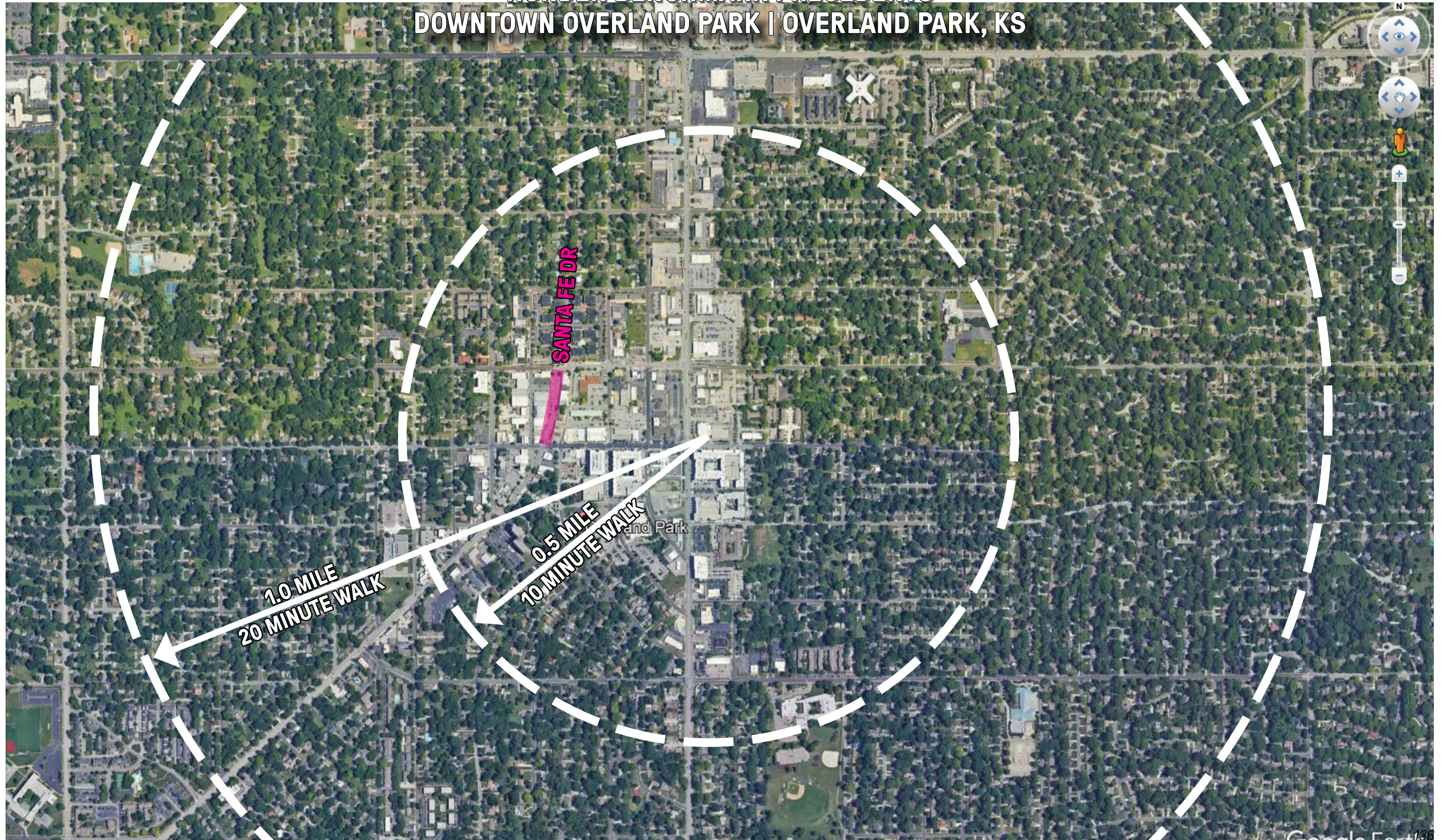
Building Face to Building Face: 120'



DOWNTOWN CHATTANOOGA | CHATTANOOGA, TN

Image capture: Jun 2023 © 2025 Google United States Terms Privacy Report a problem

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN OVERLAND PARK | OVERLAND PARK, KS

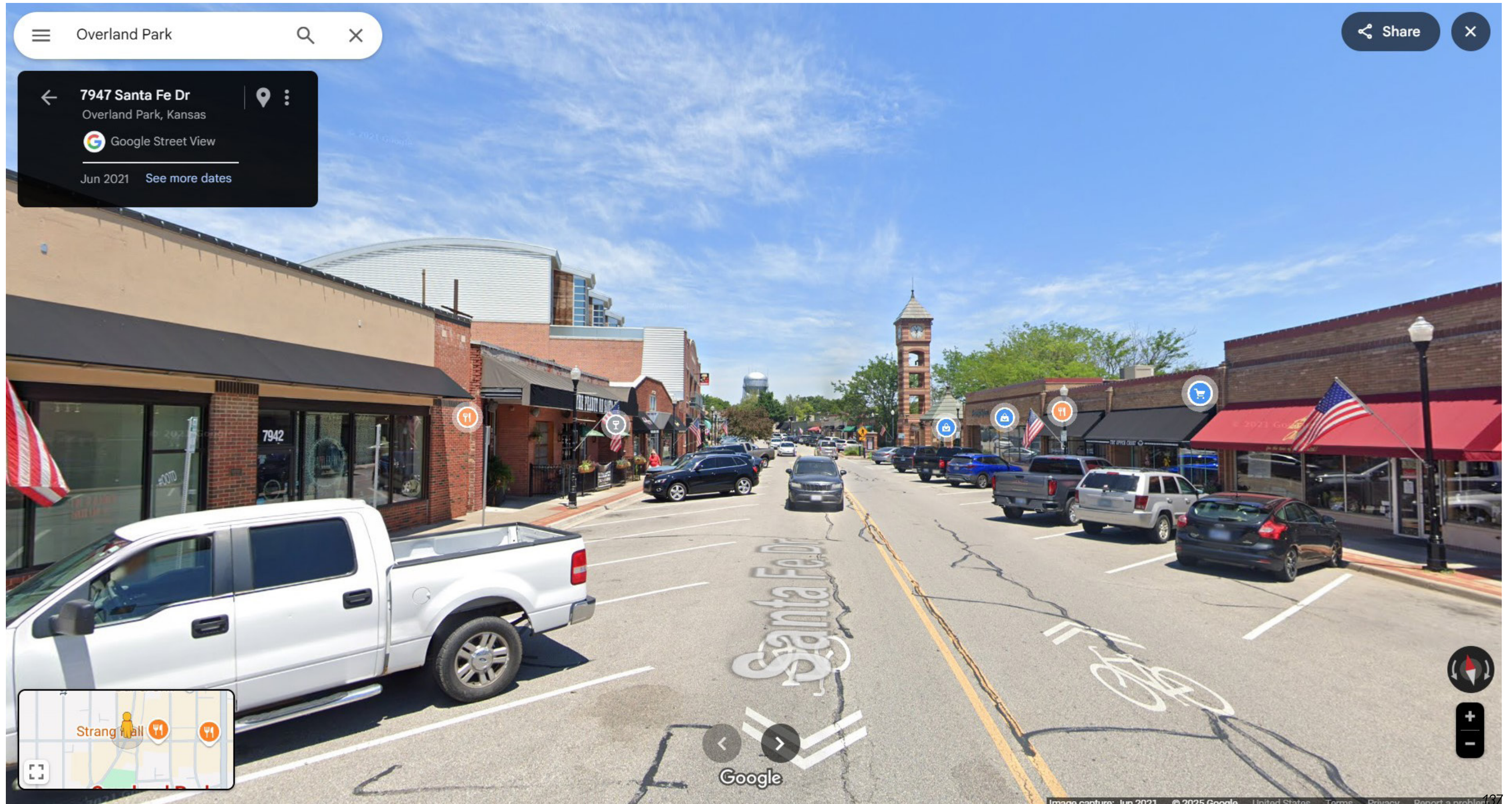


STREETSCAPE PRECEDENTS

HUNDEN BENCHMARK PRECEDENTS

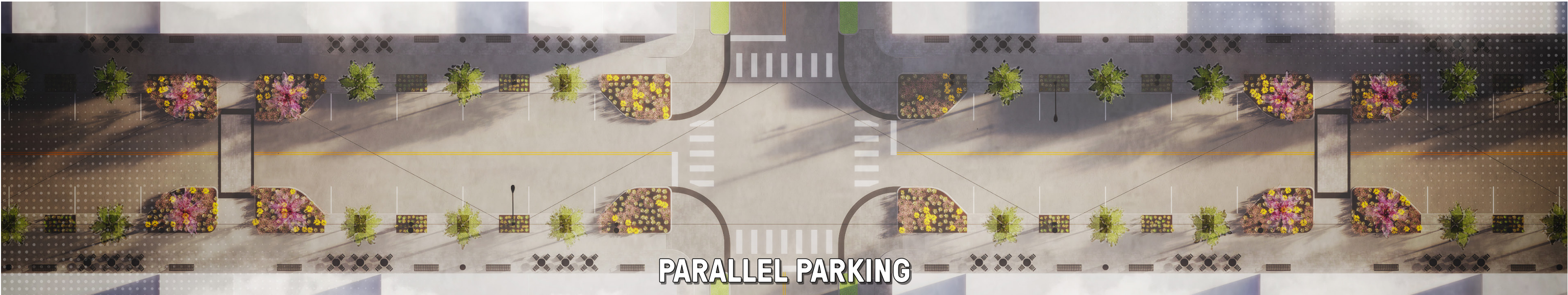
Right-of-Way: 65'

Building Face to Building Face: 75'



MAIN STREET - STREETScape OPTIONS

STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



ANGLED PARKING

swa

STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



PARALLEL PARKING

swa

STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



STREETSCAPE OPTIONS
CITIZENS' PARKING PREFERENCE



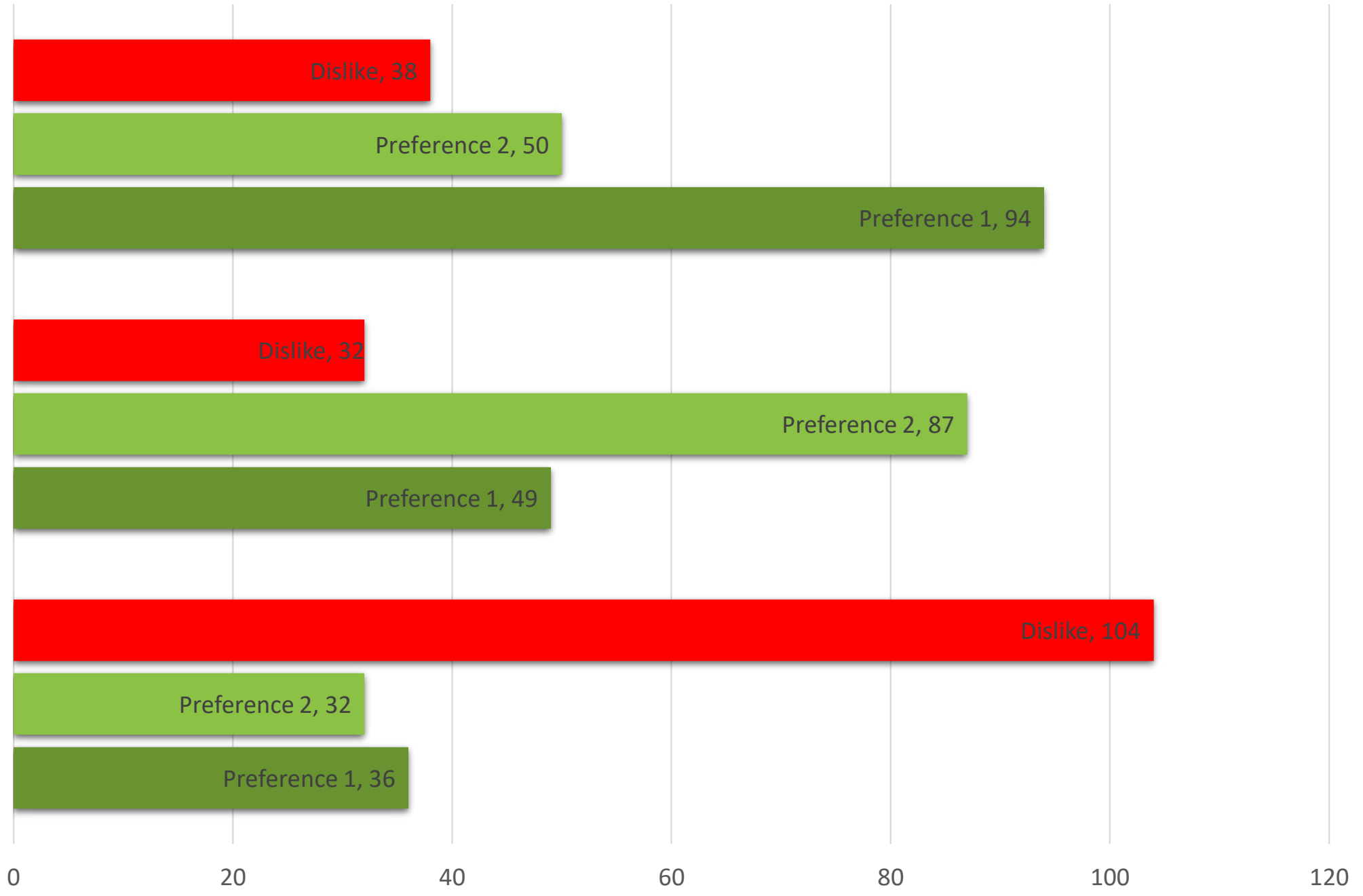
Option 03:
no parking



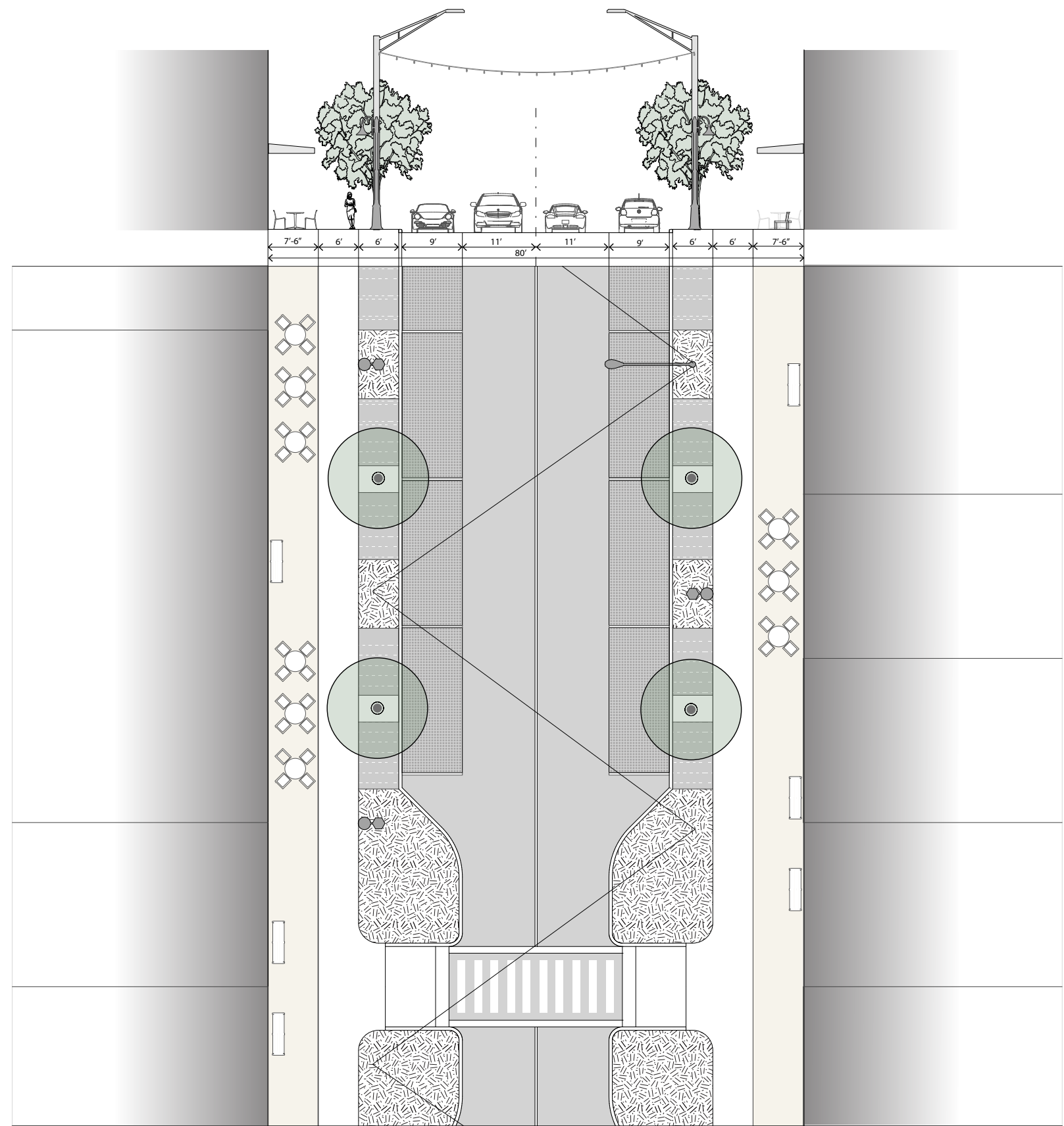
Option 02:
parallel parking



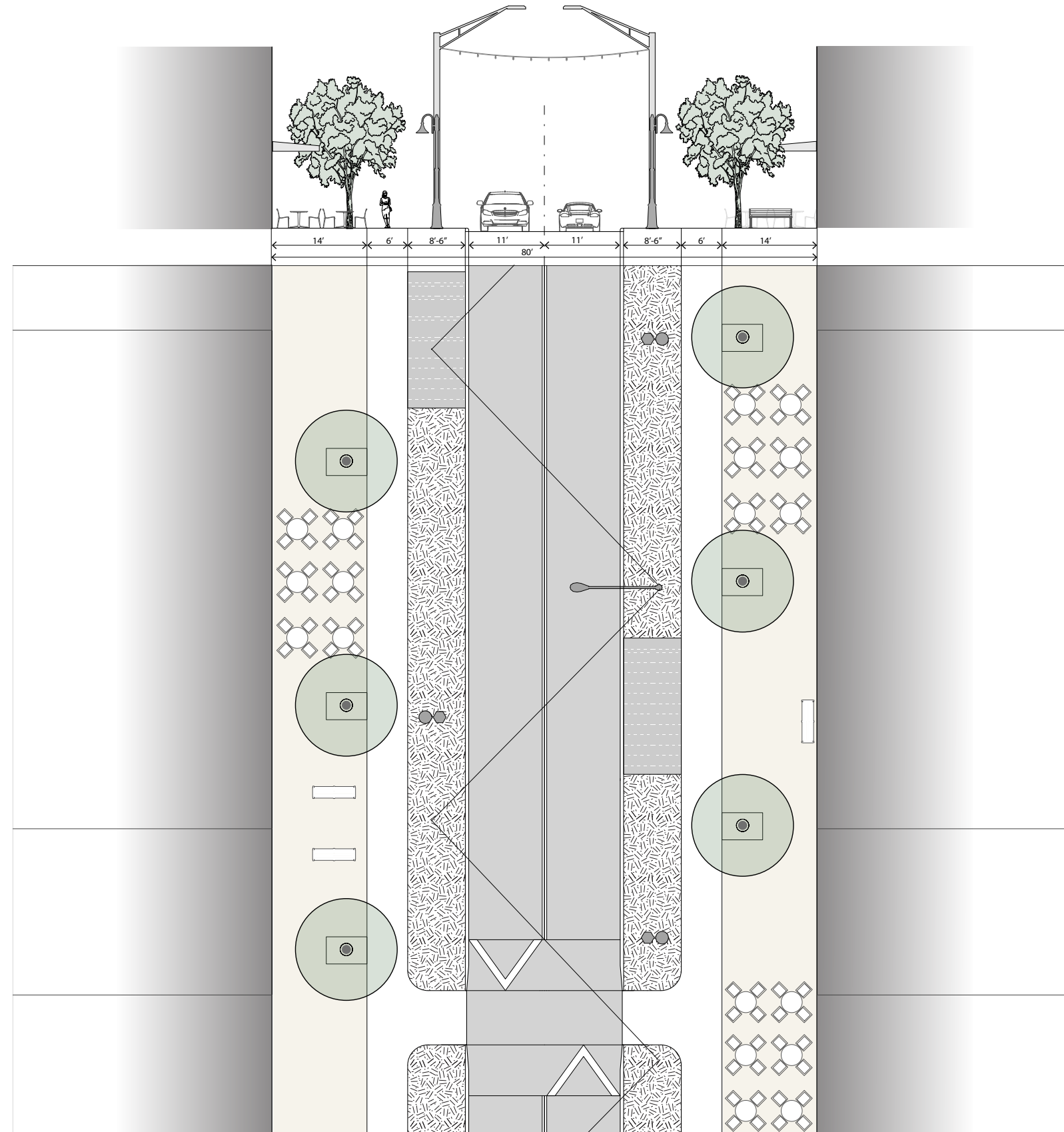
Option 01:
angled parking



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS
PARALLEL PARKING BOTH SIDES

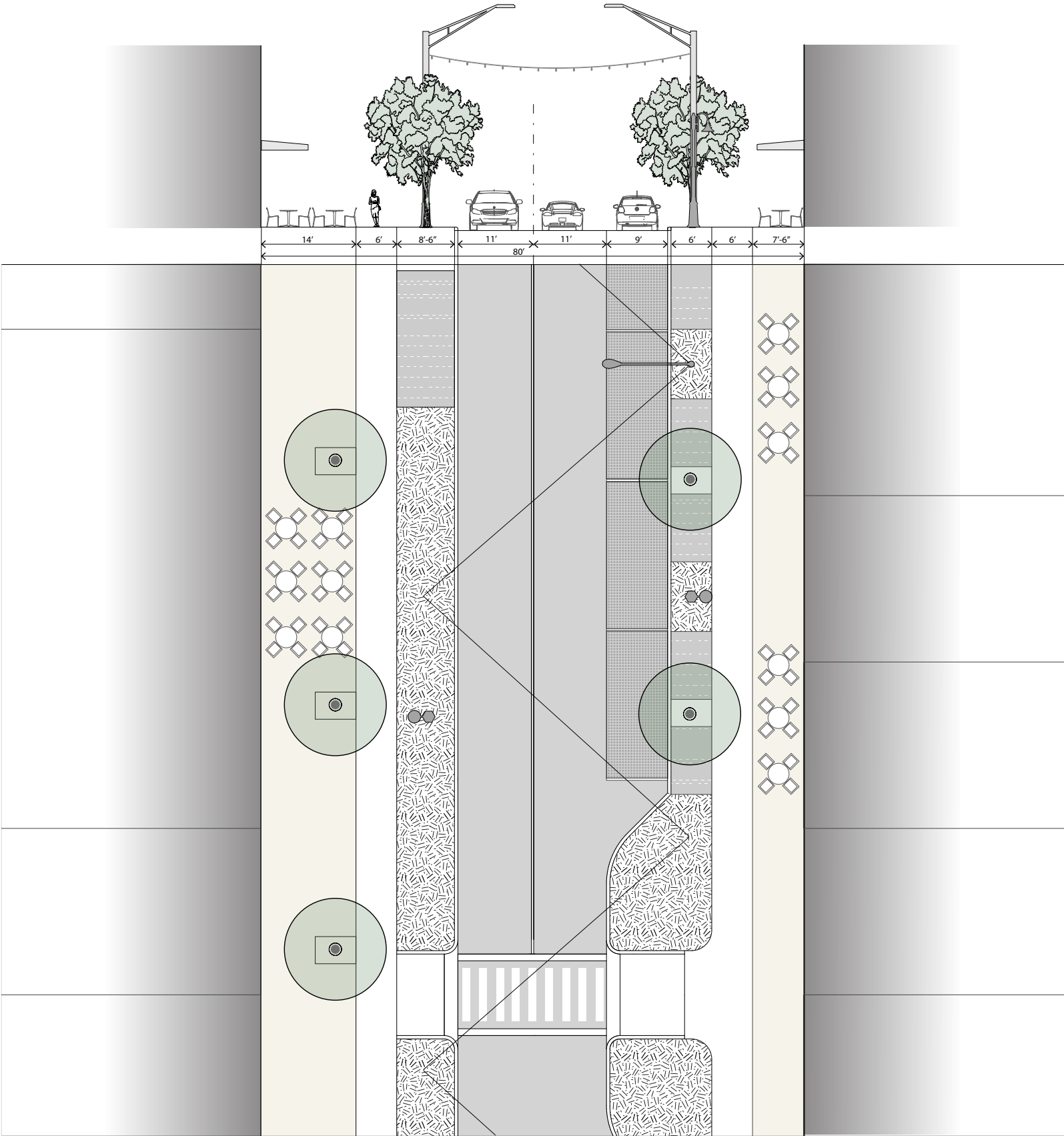


STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS
NO PARKING BOTH SIDES



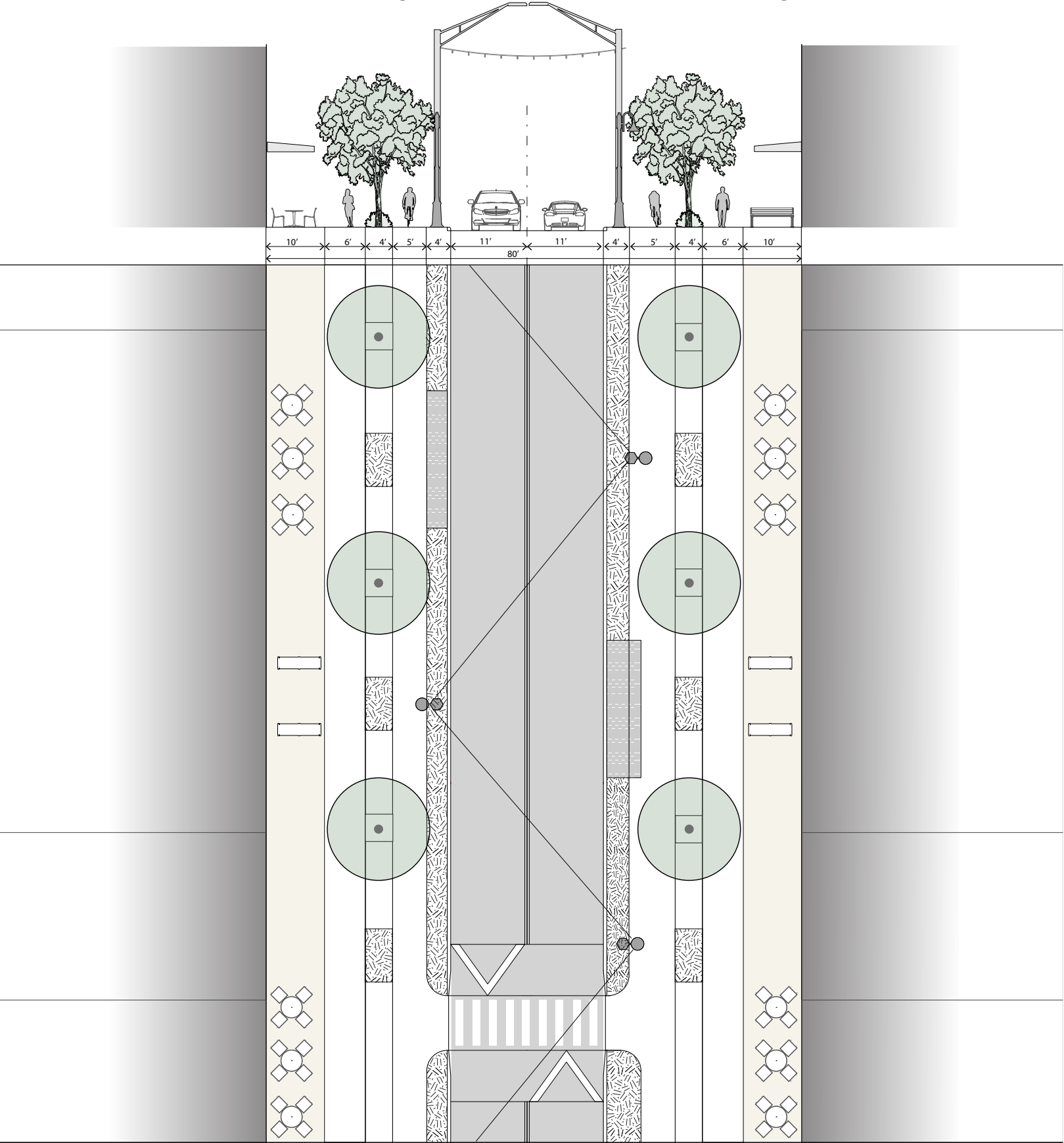
STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

NO PARKING ONE SIDE, PARALLEL PARKING ONE SIDE



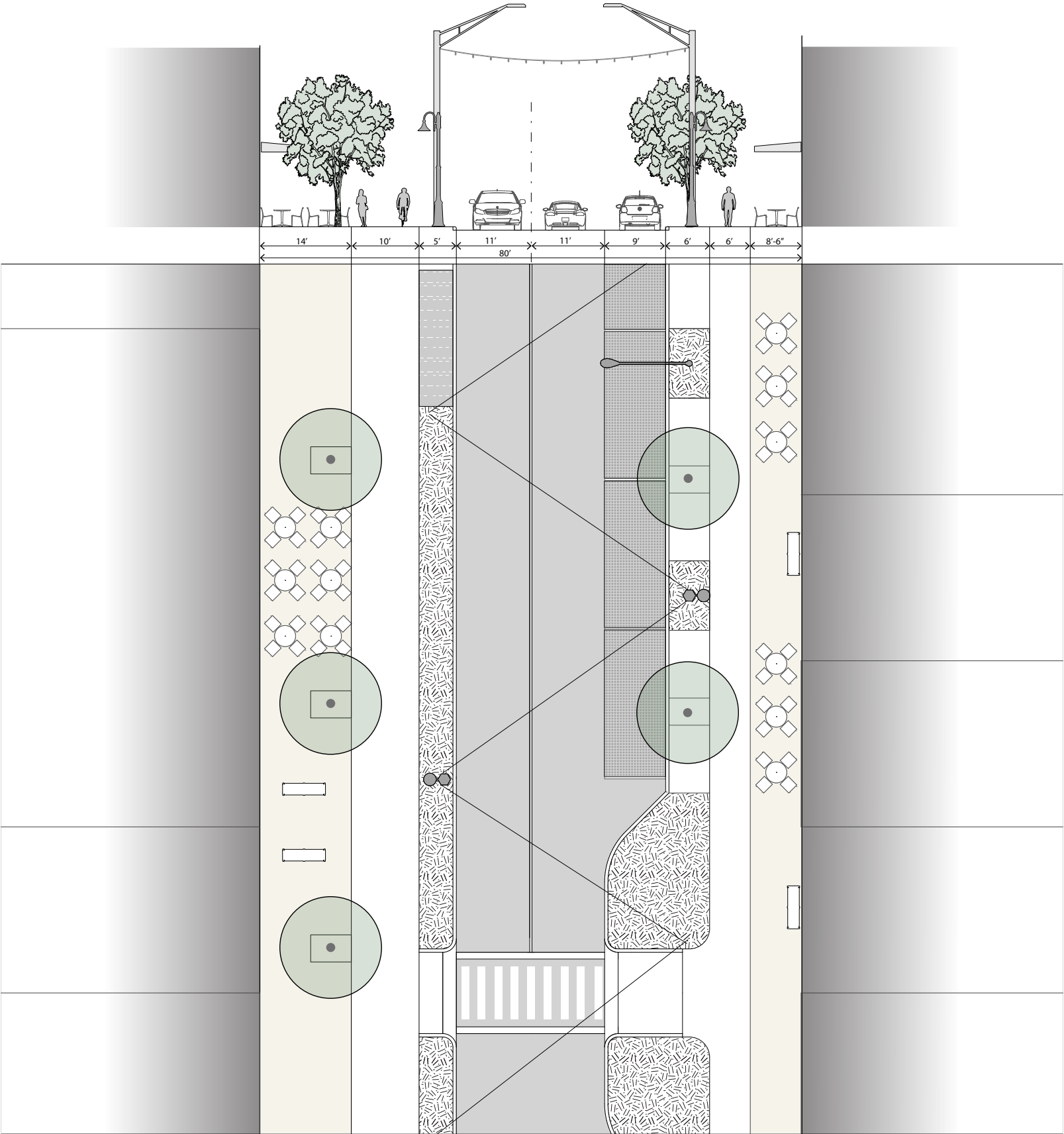
STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

5' BIKE LANE EACH DIRECTION, 6' CLEAR SIDEWALKS; NO PARALLEL PARKING



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

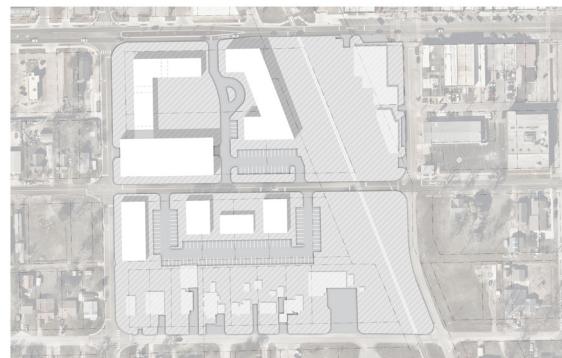
10'-WIDE SHARED-USE PATH ONE SIDE, 6' CLEAR SIDEWALK ONE SIDE; PARALLEL PARKING ONE SIDE



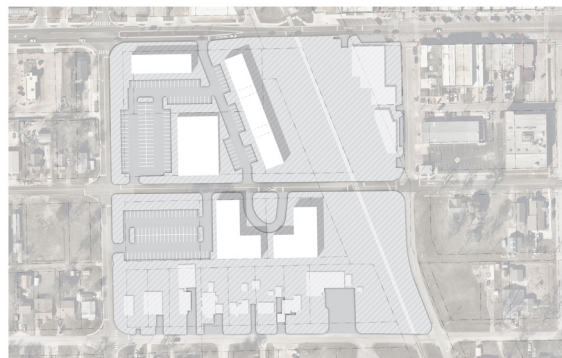
WEST GATEWAY LOT OPTIONS

WEST GATEWAY LOT OPTIONS
WEST GATEWAY BLOCKS LAYOUT RANKINGS

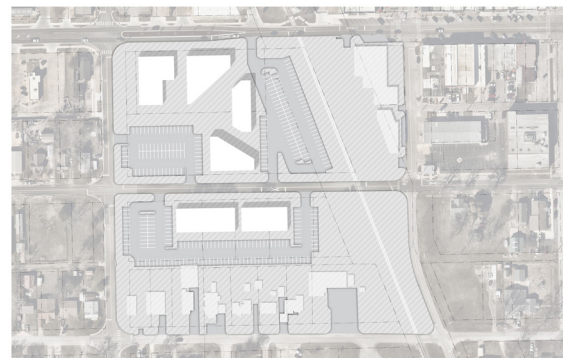
W GATEWAY BLOCKS
LAYOUT OPTION 01



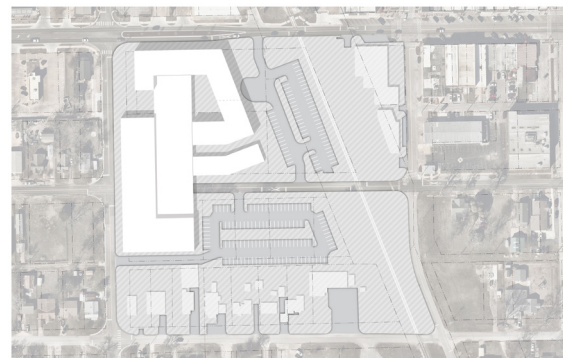
W GATEWAY BLOCKS
LAYOUT OPTION 02



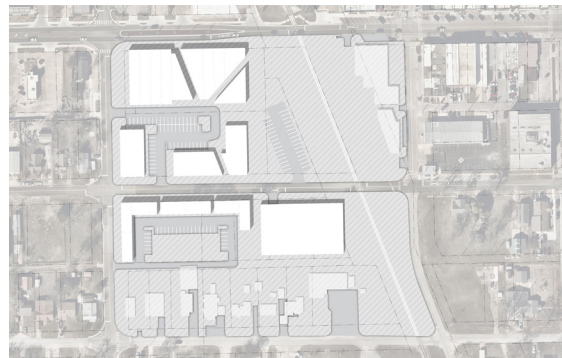
W GATEWAY BLOCKS
LAYOUT OPTION 03



W GATEWAY BLOCKS
LAYOUT OPTION 04



W GATEWAY BLOCKS
LAYOUT OPTION 05



33 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

19 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

34 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

19 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

45 /50 TOTAL SCORE

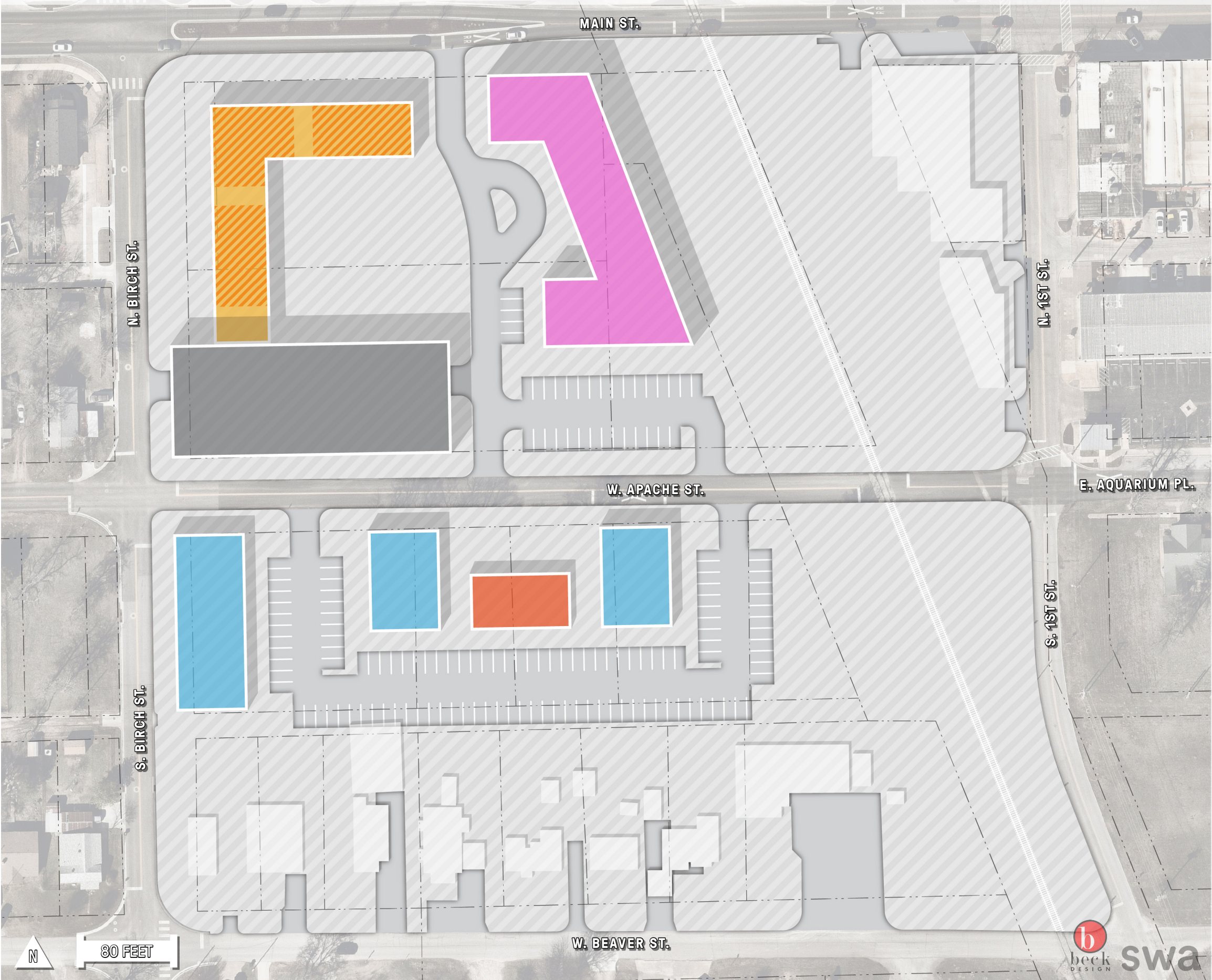
A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

WEST GATEWAY LOT OPTIONS

WEST GATEWAY BLOCKS LAYOUT RANKINGS

W GATEWAY BLOCKS LAYOUT OPTION 01	W GATEWAY BLOCKS LAYOUT OPTION 02	W GATEWAY BLOCKS LAYOUT OPTION 03	W GATEWAY BLOCKS LAYOUT OPTION 04	W GATEWAY BLOCKS LAYOUT OPTION 05
DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX
4 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	2 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	3 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	1 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	5 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>
4 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	1 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	5 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	2 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	3 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>
3 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	2 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	4 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	1 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	5 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>
3 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	2 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	4 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	1 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	5 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>
3 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	2 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	4 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	1 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	5 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>
4 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	2 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	1 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	3 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	5 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>
3 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	1 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	4 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	5 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	2 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>
3 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	2 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	4 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	1 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	5 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>
2 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	3 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	4 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	1 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	5 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>
4 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	2 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	1 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	3 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	5 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>
33 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	19 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	34 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	19 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	45 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>

WEST GATEWAY LOT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 01

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	14,400 SF	10,800 SF
RESIDENTIAL	27,467 SF	20,600 SF
OFFICE	51,333 SF	38,500 SF
HOTEL	87,333 SF	65,500 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	148
STRUCTURE PARKING	225
TOTAL PARKING	373

WEST GATEWAY LOT OPTIONS

JENKS DOWNTOWN MASTERPLAN	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	% of Recommendation
<u>Library Lot Mix 1</u>								
Office	38,500	51,333						77%
Office 1 (Build-to-Suit/ Remodel)	12,000	16,000	2	8,000	-	1 per 300	53.33	
Office 2 (Build-to-Suit/ Remodel)	6,500	8,667	2	4,333	-	1 per 300	28.89	
Office 3 (Build-to-Suit/ Remodel)	6,500	8,667	2	4,333	-	1 per 300	28.89	
Retail	10,800	14,400						27%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Residential	20,600	27,467						10%
Multifamily	20,600	27,467	2	13,733	30	2	60.00	
Hotel (Boutique)	65,500	87,333						100%
Hotel	65,500	87,333	5	17,467	80	1 per Room + Staff	100	
Total Required Parking (for above)							343	
Street Parking								
Surface Parking							148	
Garage 5 story							225	
Total							30	

WEST GATEWAY LOT OPTIONS

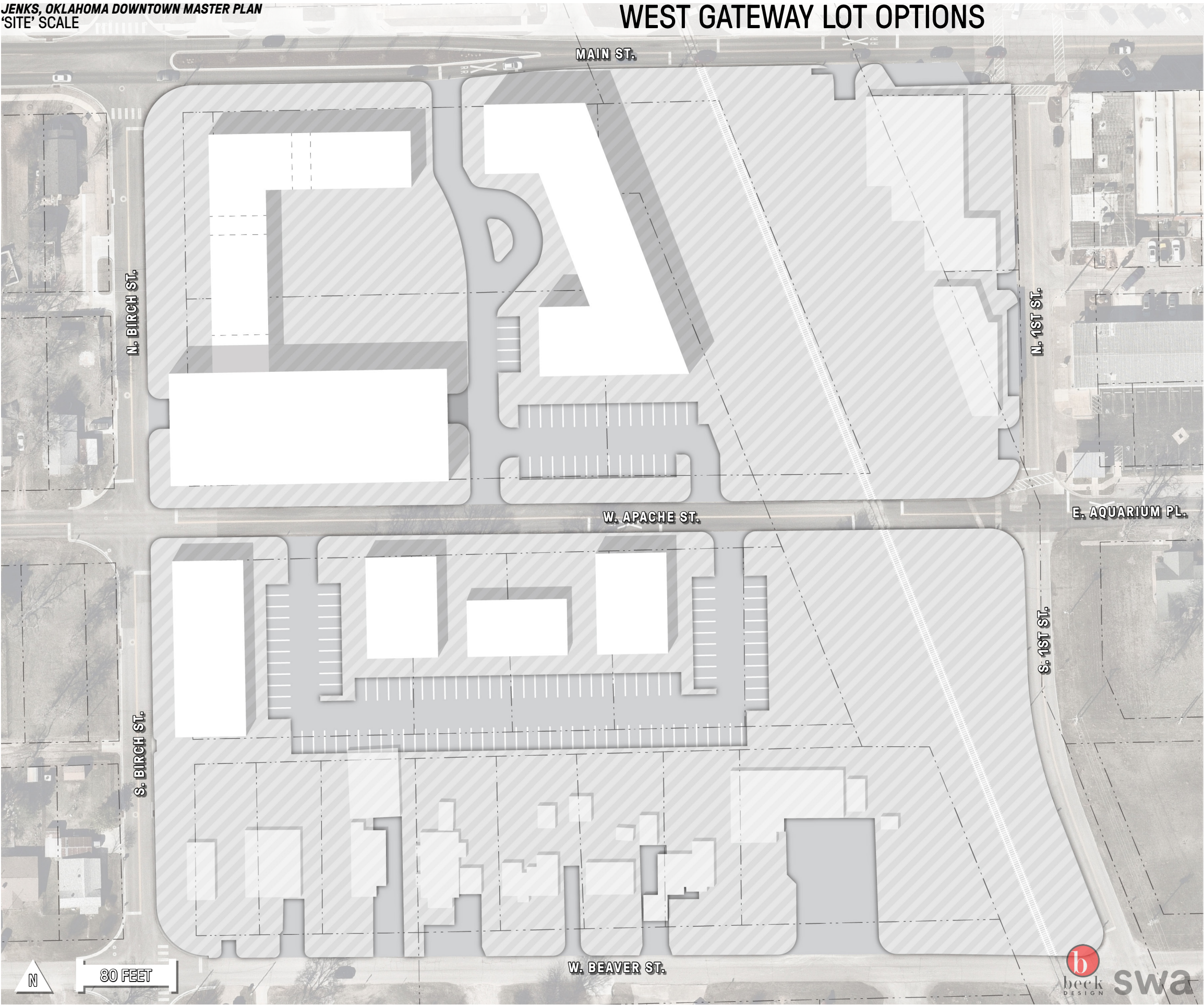
W GATEWAY BLOCKS
LAYOUT OPTION 01

DESIRABILITY INDEX

- 4 / 5 STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 4 / 5 INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 3 / 5 VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLEYS, OPEN SPACE, ETC.*
- 3 / 5 SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 3 / 5 CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 4 / 5 DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 3 / 5 PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 3 / 5 DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 2 / 5 BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 4 / 5 PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

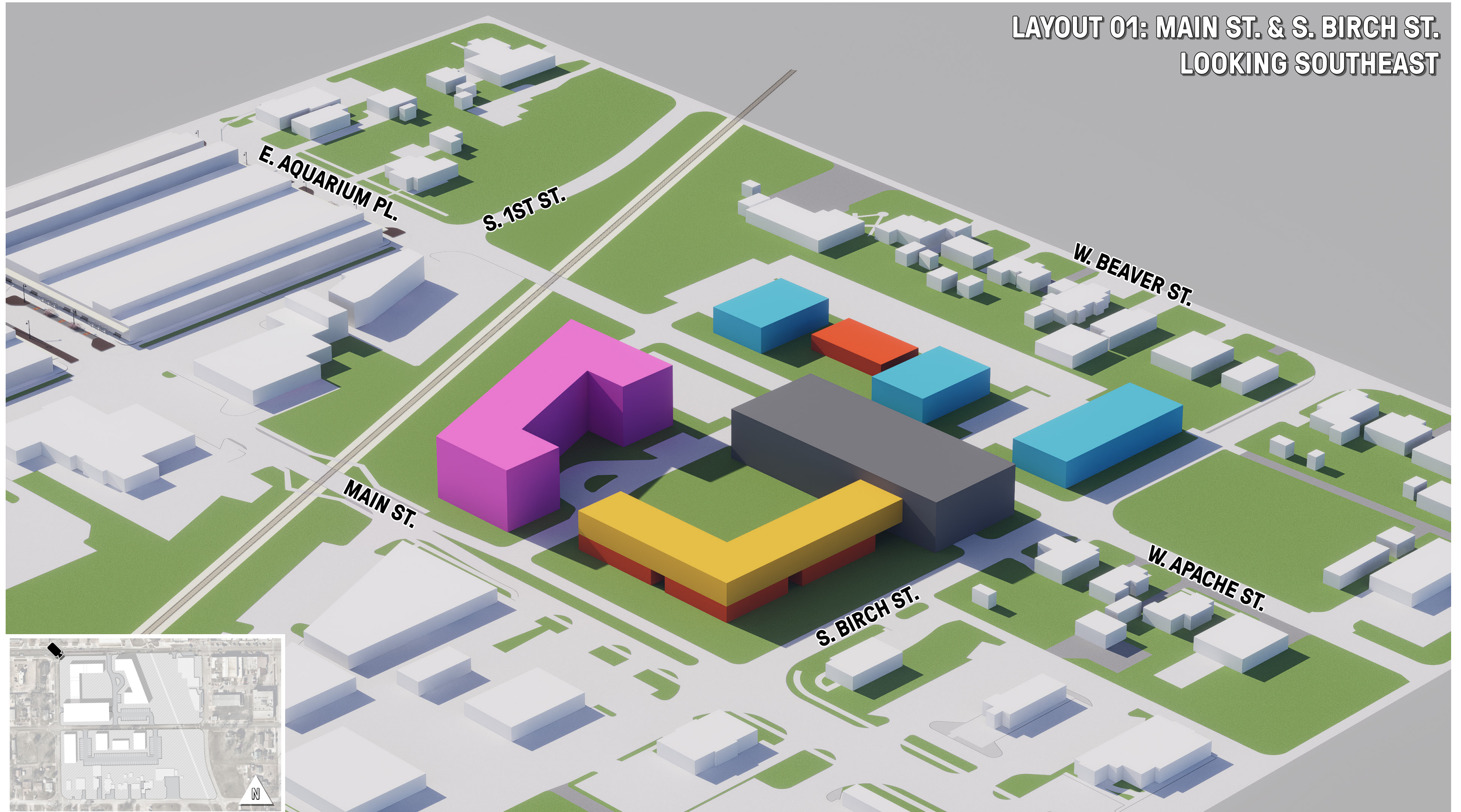
33 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

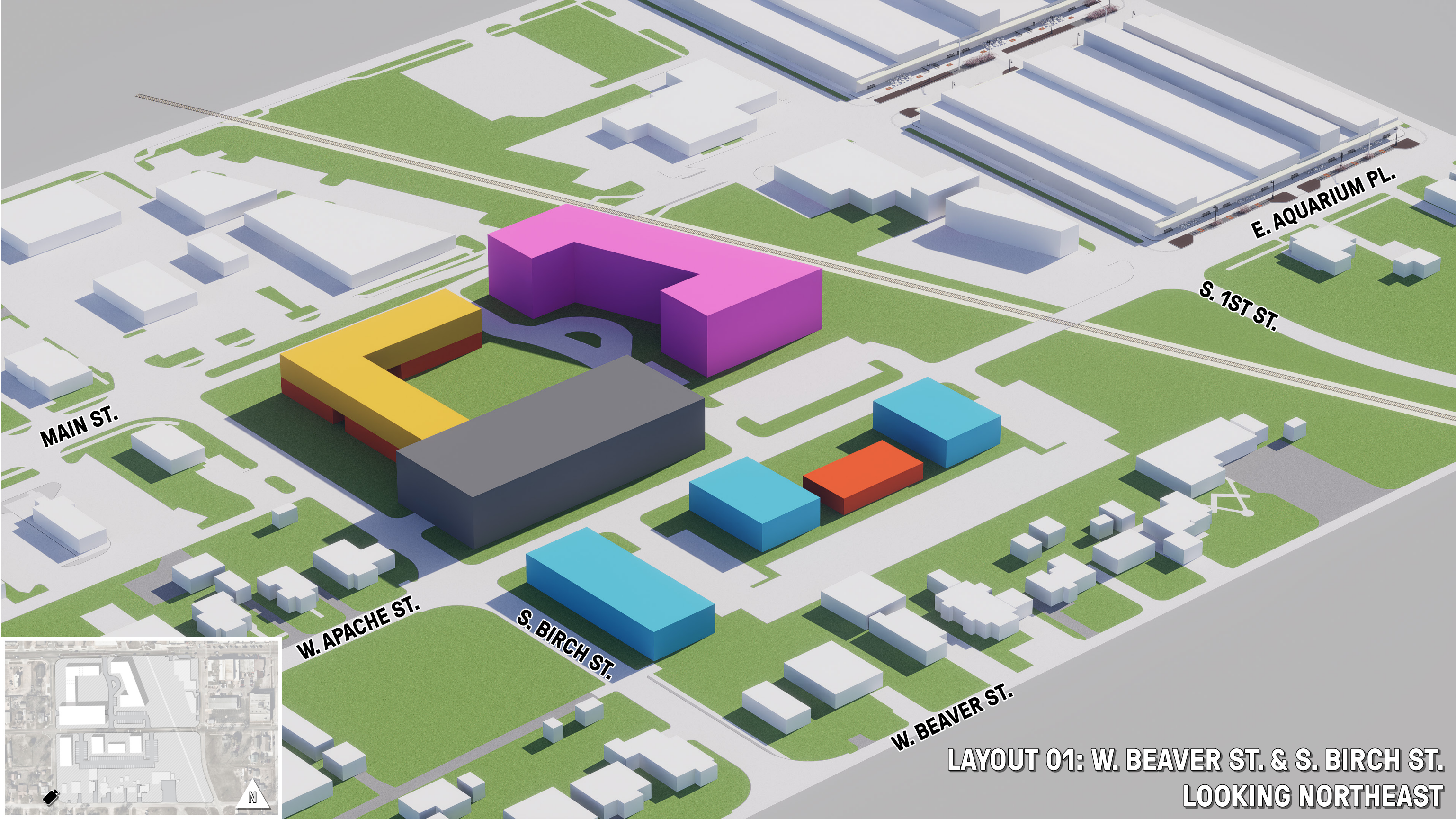


WEST GATEWAY LOT OPTIONS

LAYOUT 01: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST

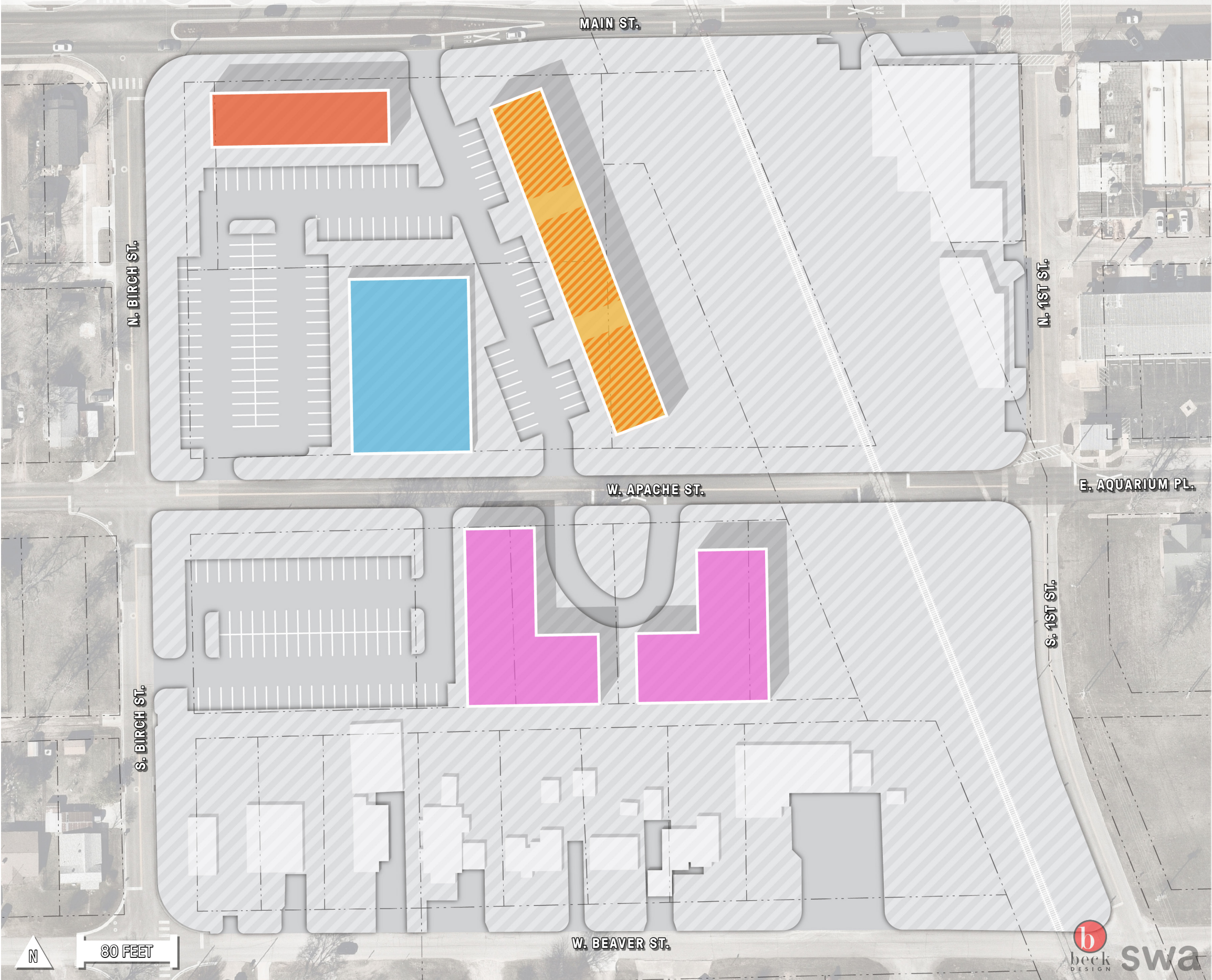


WEST GATEWAY LOT OPTIONS



LAYOUT 01: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

WEST GATEWAY LOT OPTIONS



**W GATEWAY BLOCKS
LAYOUT OPTION 02**

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	17,200 SF	12,900 SF
RESIDENTIAL	38,000 SF	28,500 SF
OFFICE	13,600 SF	10,200 SF
HOTEL	80,000 SF	60,000 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	206
STRUCTURE PARKING	-
TOTAL PARKING	206

WEST GATEWAY LOT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Lot Mix 2										
Library Lot Mix 2										
Office		10,200	13,600							20%
Office 1 (Build-to-Suit/ Remodel)		10,200	13,600	1	13,600	-	1 per 300	45.33		
Retail		12,900	17,200							32%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		4,800	6,400	1	6,400	-	1 per 200	32.00		
Residential		28,500	38,000							14%
Multifamily		28,500	38,000	3	12,667	30	2	60.00		
Hotel (Boutique)		60,000	80,000							100%
Hotel		60,000	80,000	4	20,000	80	1 per Room + Staff	100		
Total Required Parking (for above)								291		
Street Parking										
Surface Parking								206		
Total								(85)		

WEST GATEWAY LOT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 02

DESIRABILITY INDEX

- 2 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 1 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 2 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLEYS, OPEN SPACE, ETC.*
- 2 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 2 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 2 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 1 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 2 / 5

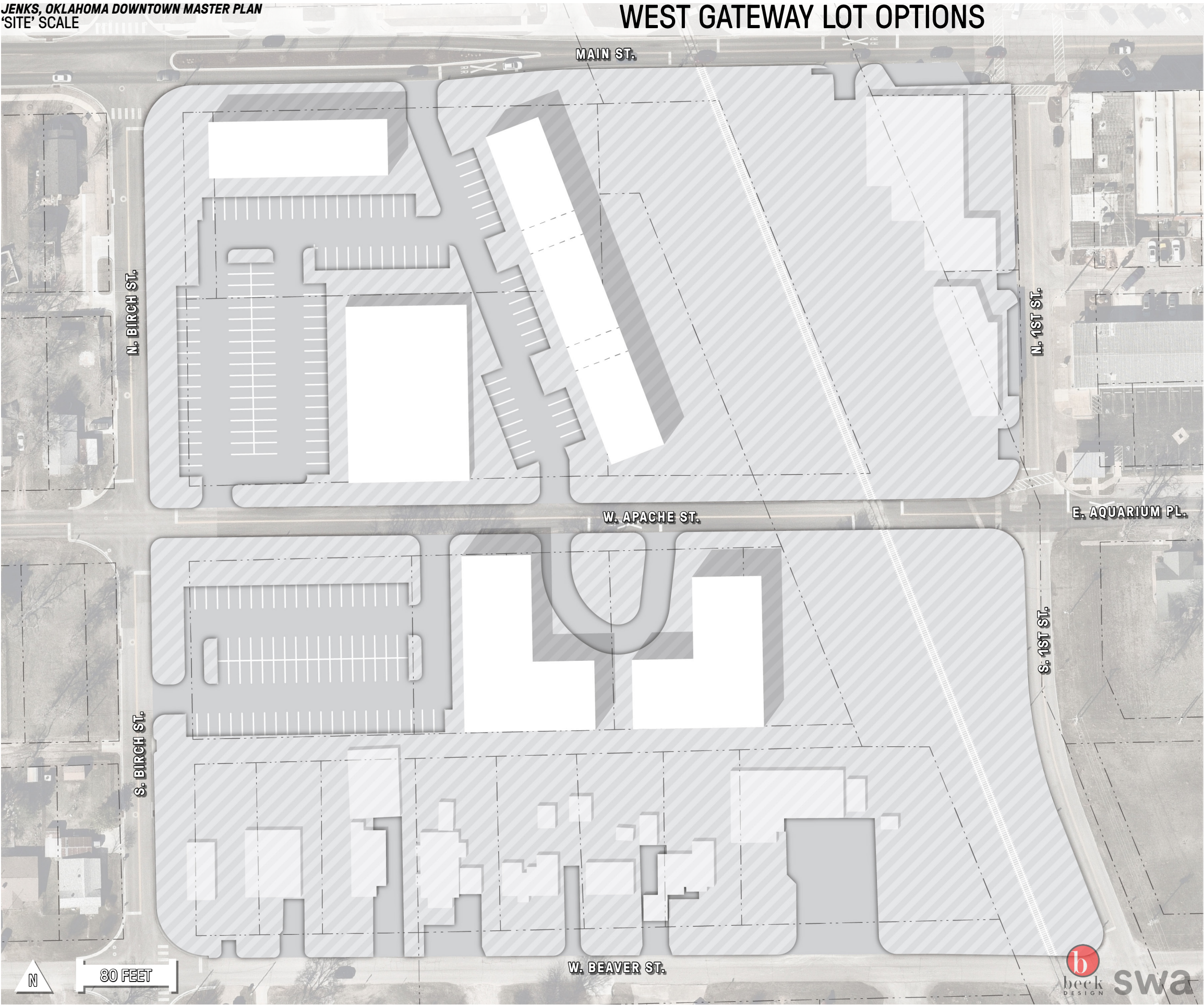
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 3 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 2 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

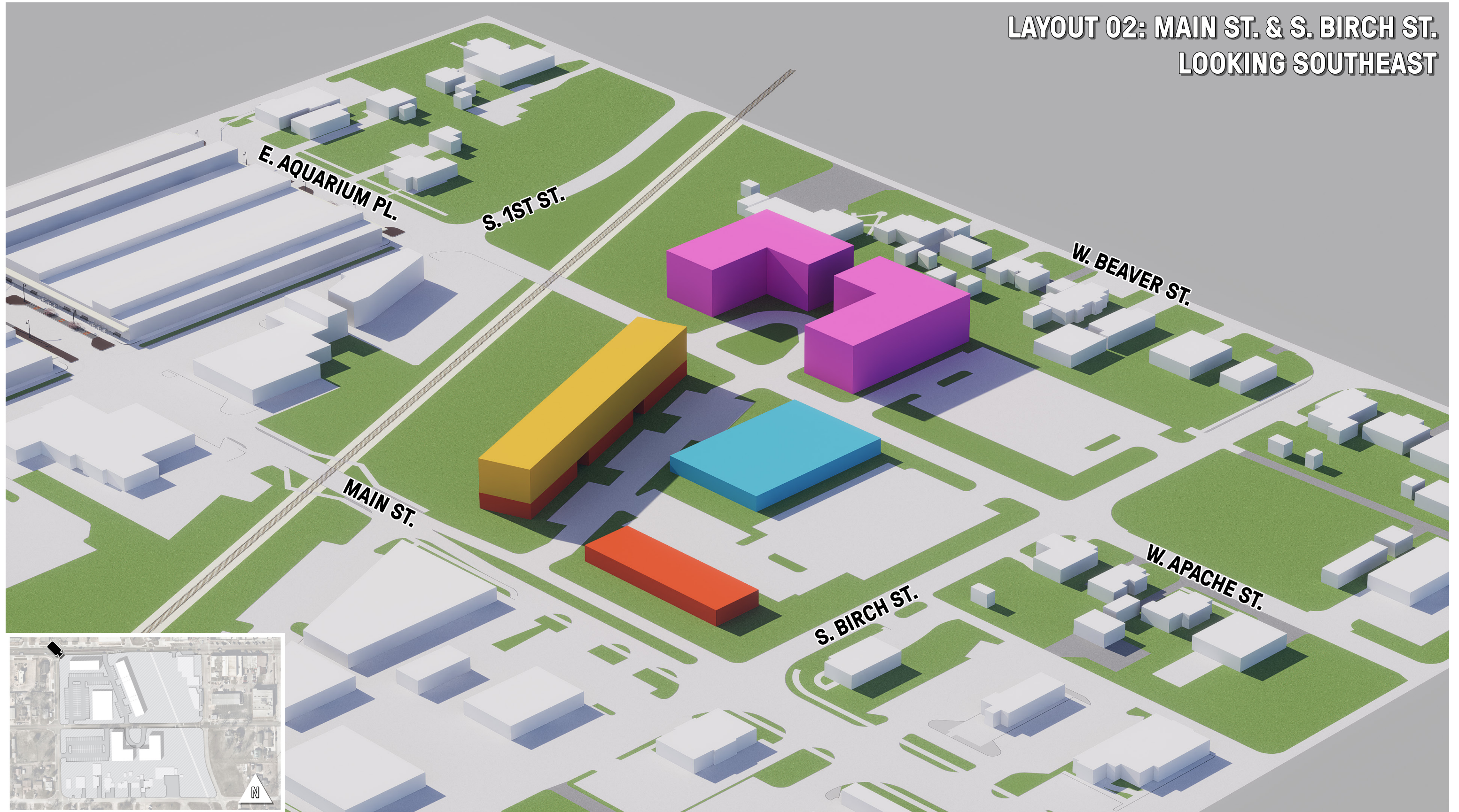
19 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

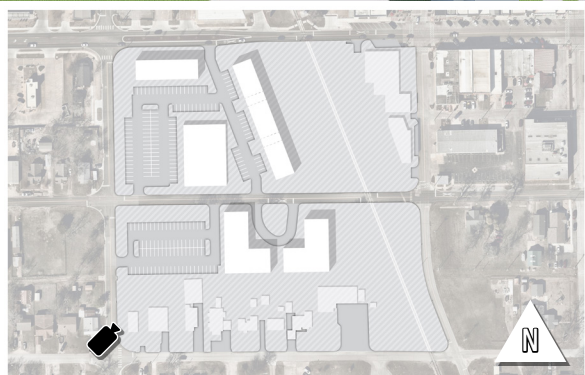


WEST GATEWAY LOT OPTIONS

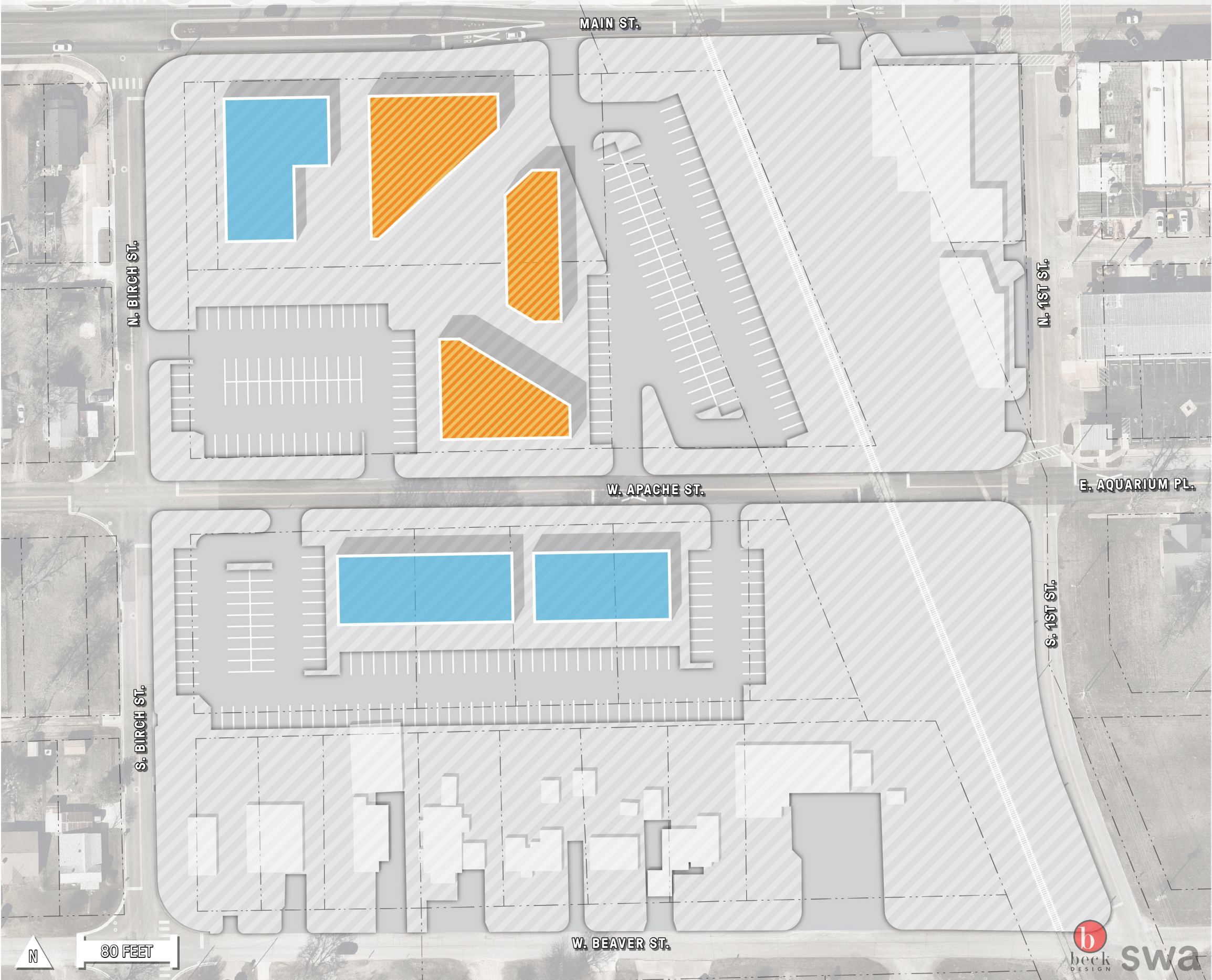
LAYOUT 02: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



WEST GATEWAY LOT OPTIONS



WEST GATEWAY LOT OPTIONS



**W GATEWAY BLOCKS
LAYOUT OPTION 03**

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	18,667 SF	14,000 SF
RESIDENTIAL	37,333 SF	28,000 SF
OFFICE	44,000 SF	33,000 SF
HOTEL	-	-

PARKING METRICS

	STALLS
SURFACE LOT PARKING	310
STRUCTURE PARKING	-
TOTAL PARKING	310

WEST GATEWAY LOT OPTIONS

JENKS DOWNTOWN MASTERPLAN Lot Mix 3	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
PHASE ONE										
Office		33,000	44,000							66%
Office 1 (Build-to-Suit/ Remodel)		12,000	16,000	2	8,000	-	1 per 300	53.33		
Office 2 (Build-to-Suit/ Remodel)		12,000	16,000	2	8,000	-	1 per 300	53.33		
Office 3 (Build-to-Suit/ Remodel)		9,000	12,000	2	6,000	-	1 per 300	40.00		
Retail		14,000	18,667							35%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		6,000	8,000	1	8,000	-	1 per 200	26.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		3,500	4,667	1	4,667	-	1 per 200	15.56		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		4,500	6,000	1	6,000	-	1 per 200	20.00		
Residential		28,000	37,333			36				14%
Multifamily		9,000	12,000	2	6,000	12	2	24.00		
Multifamily		7,000	9,333	2	4,667	8	2	16.00		
Multifamily		12,000	16,000	2	8,000	16	2	32.00		
Hotel (Boutique)		-	-							0%
Hotel		-	-	1	-	80	1 per Room + Staff	-		
Total Required Parking (for above)								281		
Street Parking										
Surface Parking								310		
Total								29		

WEST GATEWAY LOT OPTIONS

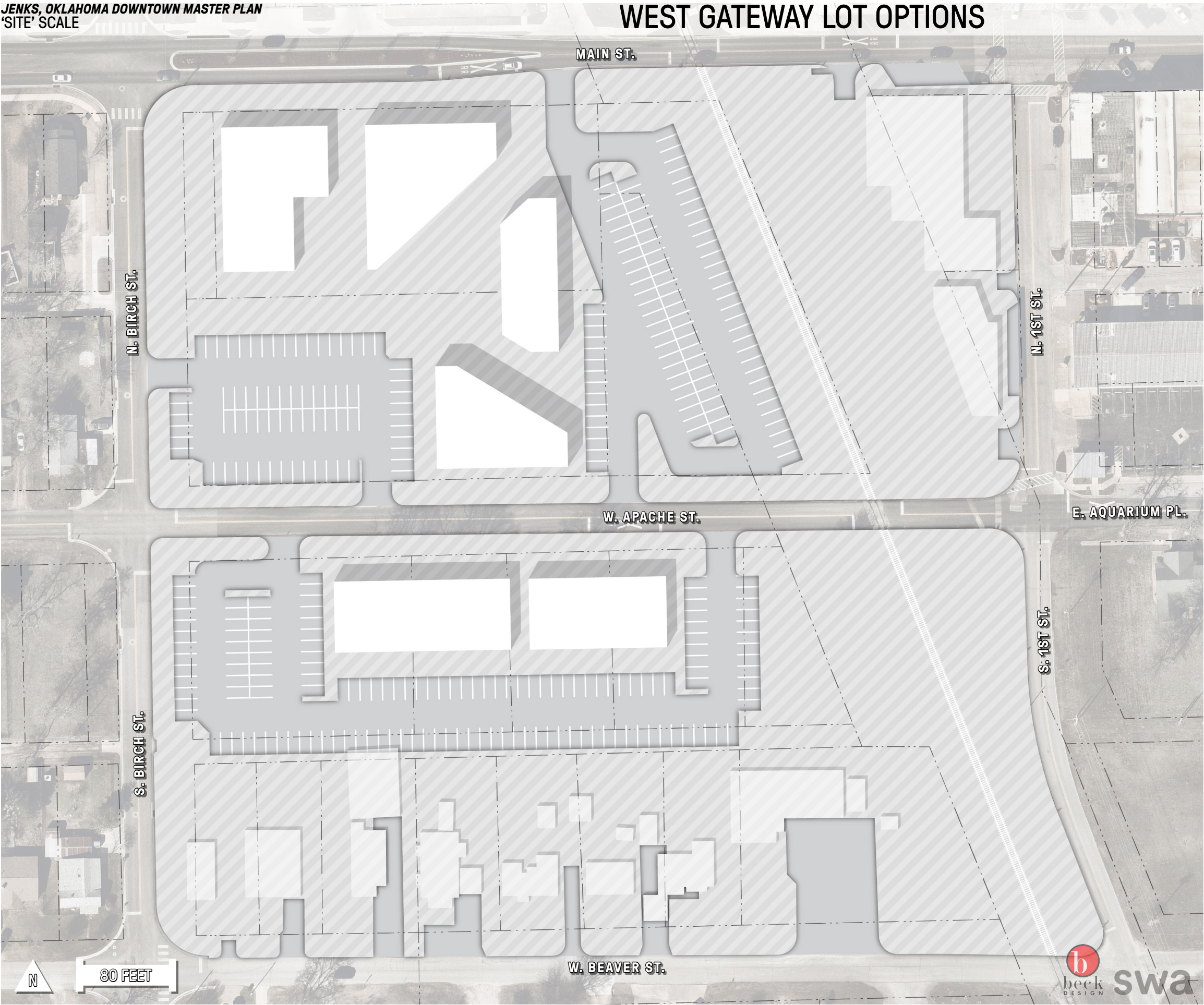
W GATEWAY BLOCKS
LAYOUT OPTION 03

DESIRABILITY INDEX

- 3 / 5 STREET EDGE CHARACTER
QUALITY & CONTINUITY
OF BUILDING FACADES
- 5 / 5 INTERIOR SPATIAL DEFINITION
OUTDOOR ROOMS CREATED
BY BUILDING EDGES
- 4 / 5 VARIETY OF SPATIAL TYPES
PLAZAS, PROMENADES,
ALLEYS, OPEN SPACE, ETC.
- 4 / 5 SCALE OF DEVELOPMENT
RELATIVE TO EXISTING
MAIN ST. CHARACTER
- 4 / 5 CIRCULATION INTEGRATION
PERMEABILITY WITHIN
EXISTING NETWORKS
- 1 / 5 DENSITY OF PARKING
SURFACE VS. STRUCTURE
PARKING IMPLICATIONS
- 4 / 5 PEDESTRIAN SAFETY
MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS
- 4 / 5 DAYLIGHT & SHADOWS
ABILITY TO FACILITATE
PROTECTION FROM SUN
- 4 / 5 BUFFER FROM RAILROAD
SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION
- 1 / 5 PERVIOUS COVER
MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF

34 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY LOT OPTIONS

LAYOUT 03: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST

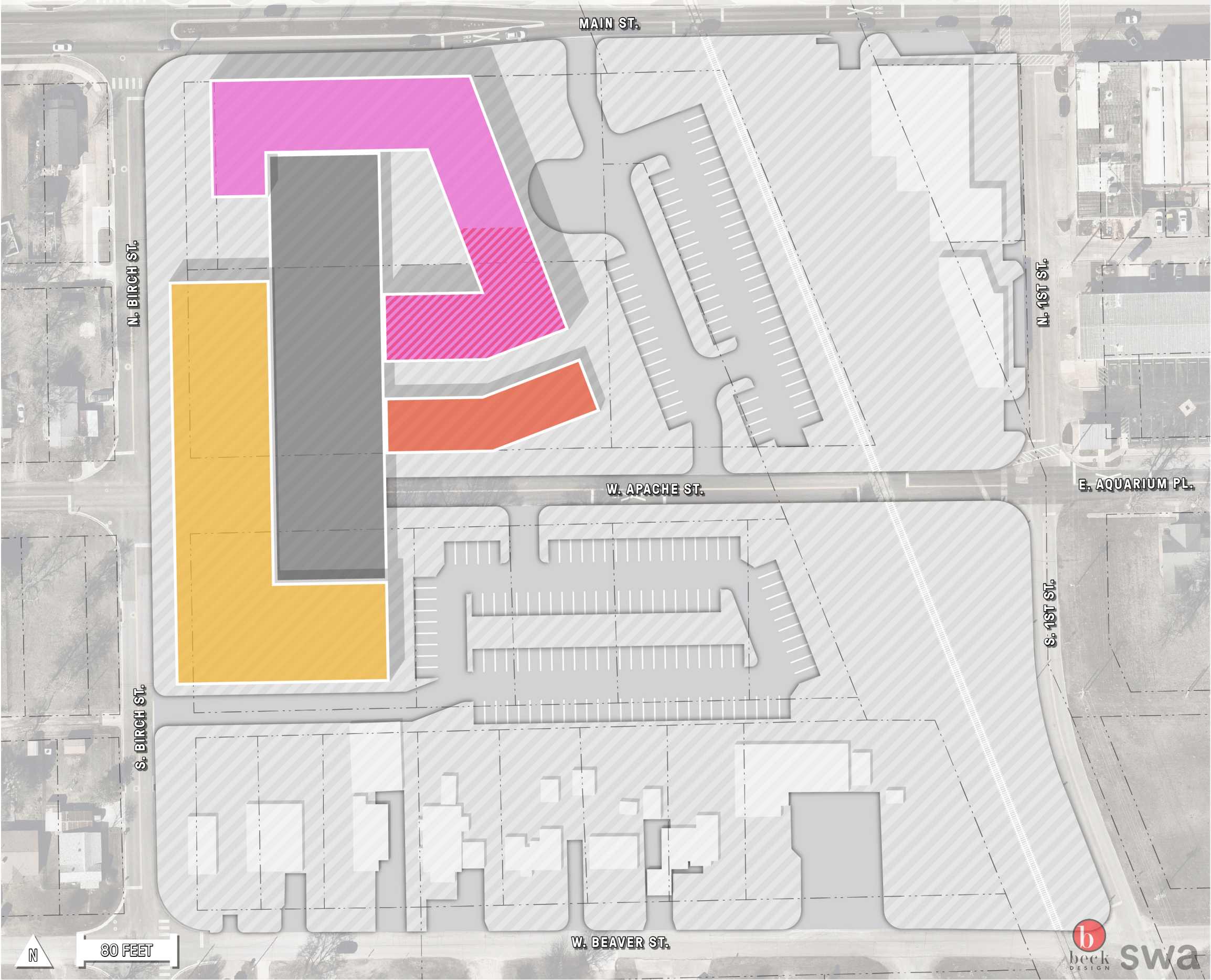


WEST GATEWAY LOT OPTIONS



**LAYOUT 03: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST**

WEST GATEWAY LOT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 04

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	18,000 SF	13,500 SF
RESIDENTIAL	98.667 SF	74,000 SF
OFFICE	-	-
HOTEL	118,000 SF	88,500 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	183
STRUCTURE PARKING	225
TOTAL PARKING	408

WEST GATEWAY LOT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Lot Mix 4										
PHASE ONE										
Office		-	-							0%
Office 1		-	-	1	-	-	1 per 300	-		
Retail		13,500	18,000							34%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		7,500	10,000	1	10,000	-	1 per 200	33.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		6,000	8,000	1	8,000	-	1 per 200	26.67		
Residential		74,000	98,667							36%
Multifamily		74,000	98,667	3	32,889	80	2	160.00		
Hotel (Boutique)		88,500	118,000							100%
Hotel		88,500	118,000	4	29,500	110	1 per Room + Staff	130		
Total Required Parking (for above)								350		
Street Parking										
Surface Parking								183		
Garage 3 story								225		
Total								58		

WEST GATEWAY LOT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 04

DESIRABILITY INDEX

- 1 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 2 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 1 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLEYS, OPEN SPACE, ETC.*
- 1 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 1 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 3 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 5 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 1 / 5

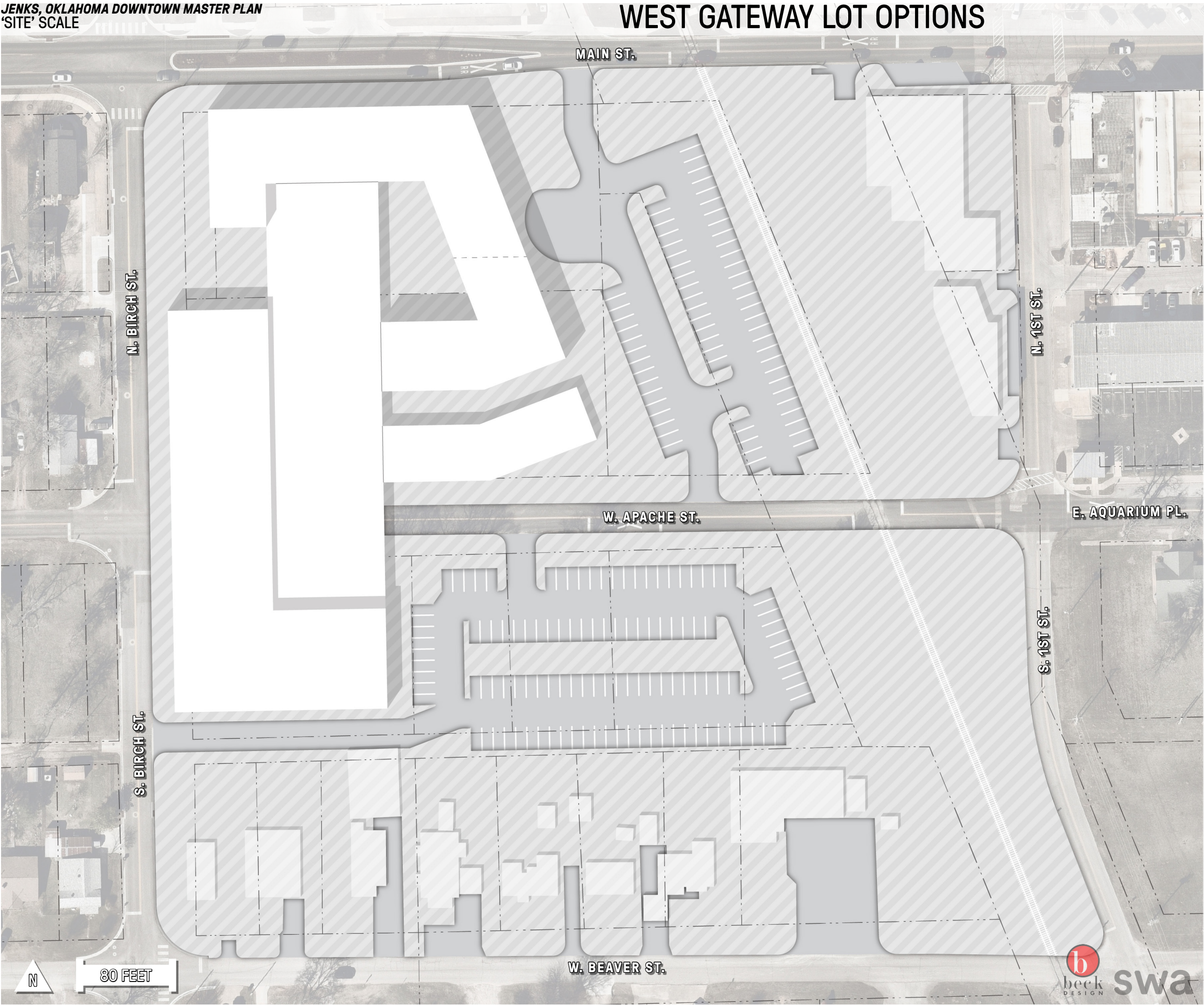
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 1 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 3 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

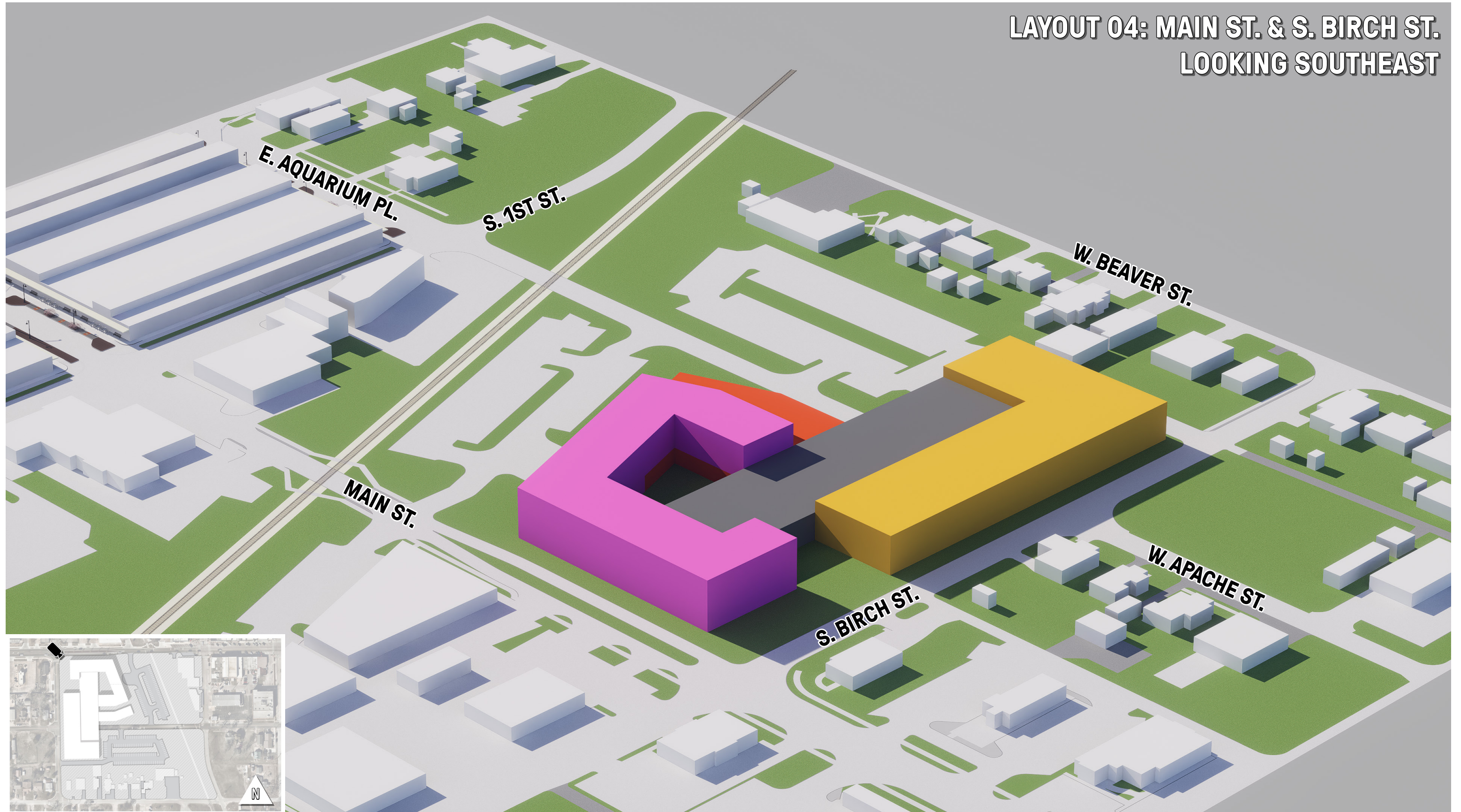
19 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

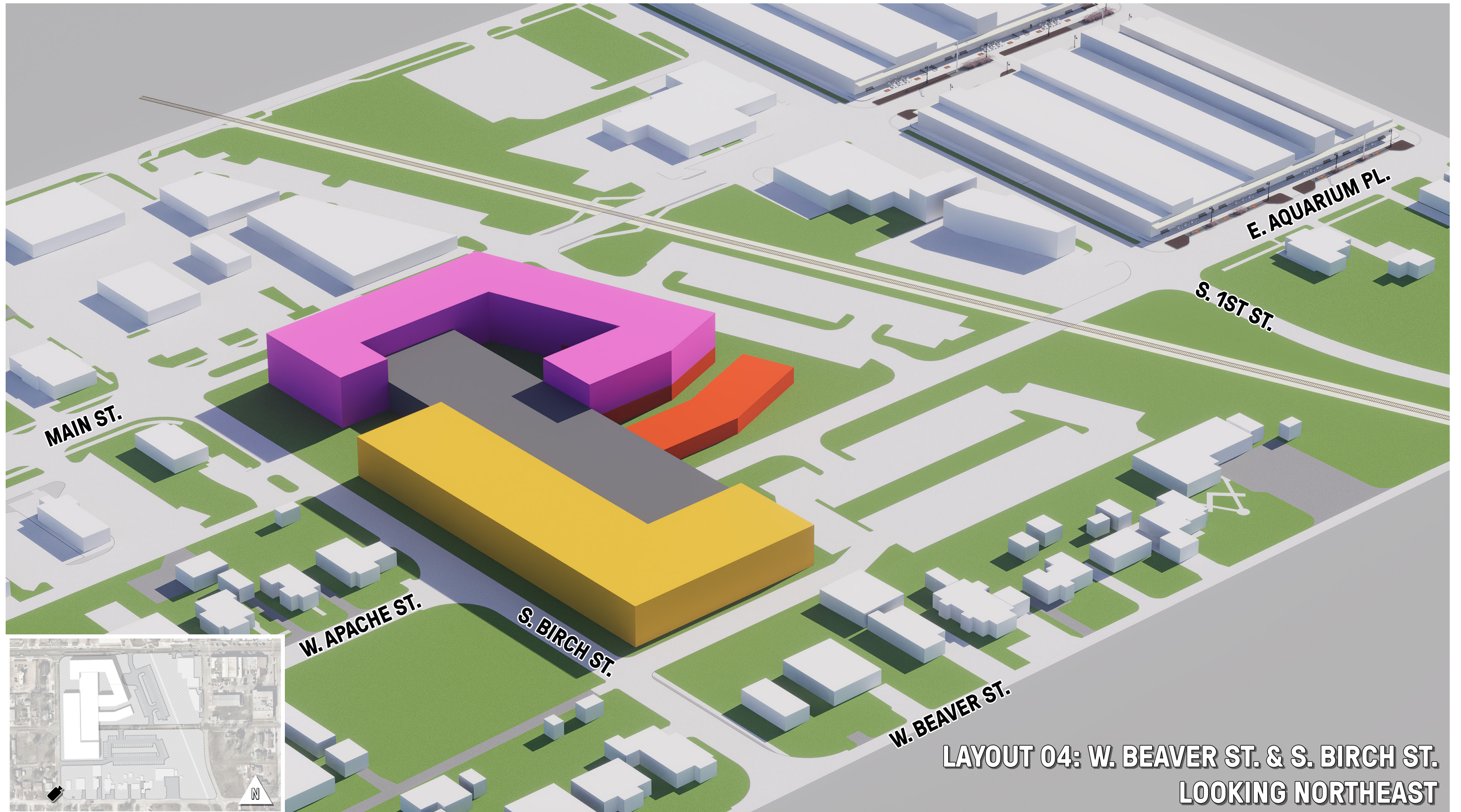


WEST GATEWAY LOT OPTIONS

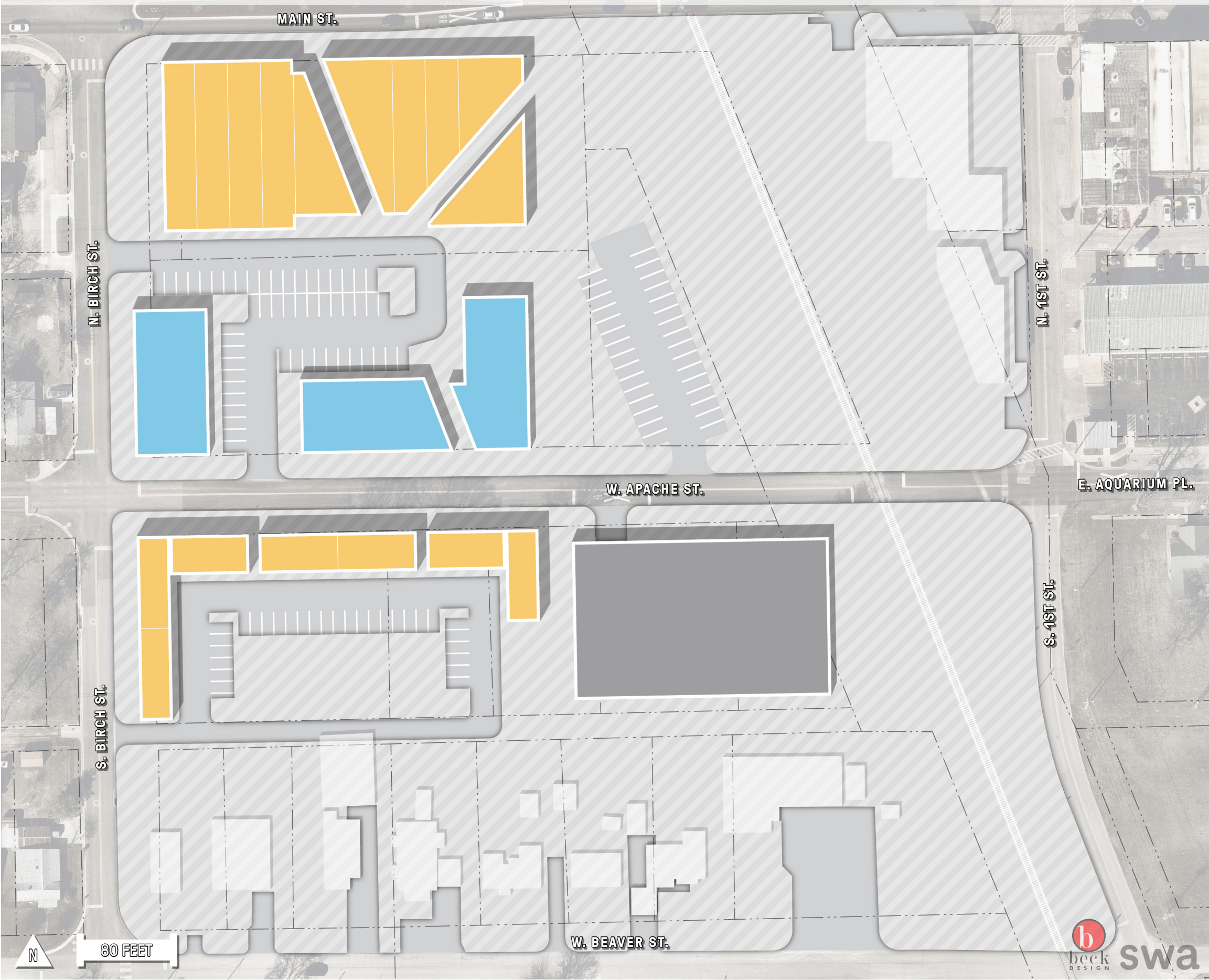
LAYOUT 04: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



WEST GATEWAY LOT OPTIONS



WEST GATEWAY LOT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 05

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	32,000 SF	24,000 SF
RESIDENTIAL	32,000 SF	24,000 SF
OFFICE	26,200 SF	19,650 SF
HOTEL	-	-

PARKING METRICS

	STALLS
SURFACE LOT PARKING	113
STRUCTURE PARKING	130
TOTAL PARKING	212

WEST GATEWAY LOT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Lot Mix 5										
PHASE ONE										
Office		19,650	26,200							39%
Office 1		4,800	6,400	1	6,400	-	1 per 300	21.33		
Office 2		4,500	6,000	1	6,000	-	1 per 300	20.00		
Office 3		4,500	6,000	1	6,000	-	1 per 300	20.00		
Office 4		5,850	7,800	1	7,800	-	1 per 300	26.00		
Retail		24,000	32,000							60%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	12.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,100	2,800	1	2,800	-	1 per 200	9.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,650	2,200	1	2,200	-	1 per 200	7.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,200	1,600	1	1,600	-	1 per 200	5.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,800	2,400	1	2,400	-	1 per 200	8.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,550	3,400	1	3,400	-	1 per 200	11.33		
Residential		24,000	32,000							12%
Multifamily		24,000	32,000	1	32,000	32	2	64.00		
Hotel (Boutique)		-	-							0%
Hotel		-	-	1	-	-	1 per Room + Staff	-		
Total Required Parking (for above)								258		
Street Parking										
Surface Parking								82		
Garage 2 story								130		
Total								(46)		

WEST GATEWAY LOT OPTIONS

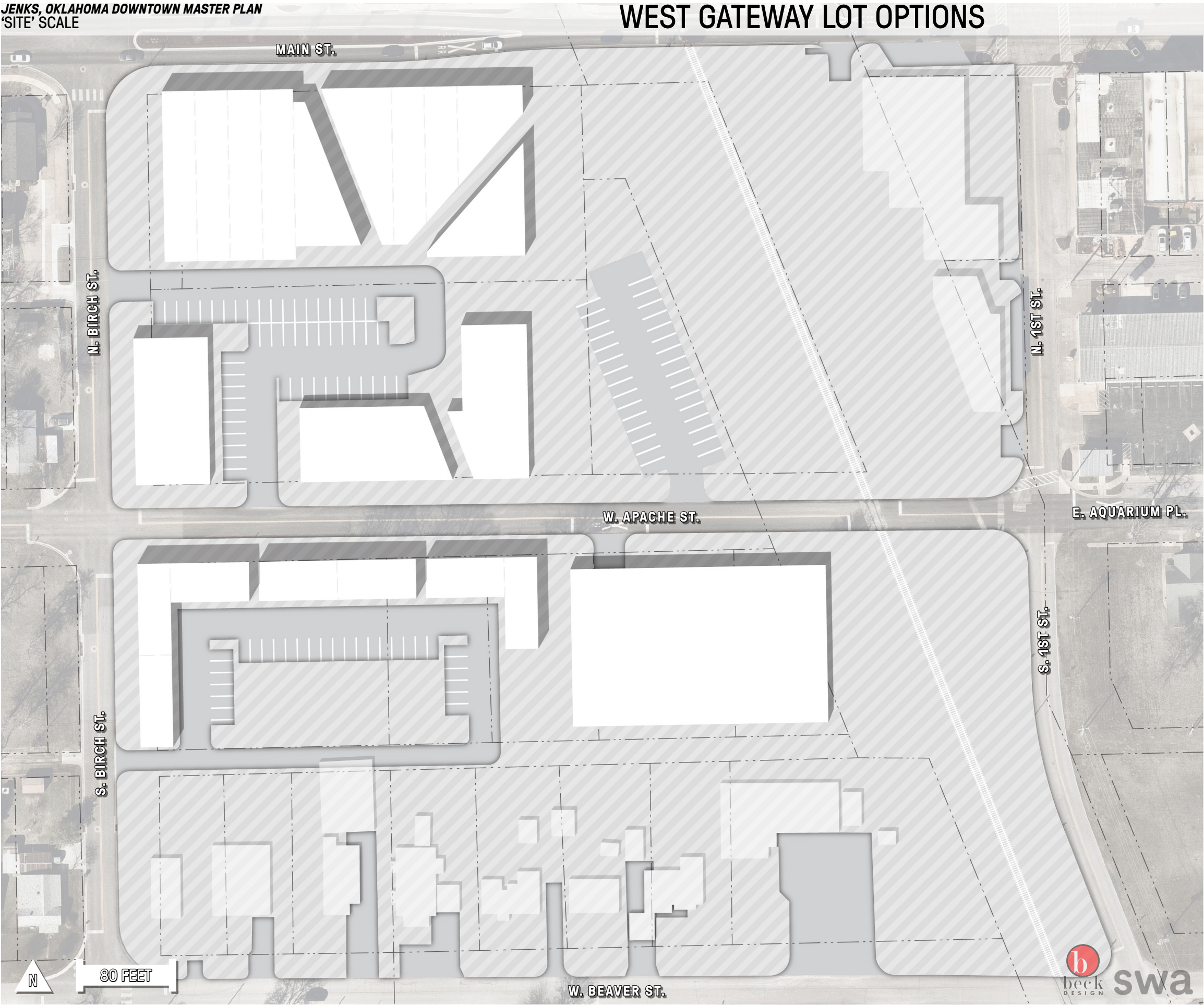
W GATEWAY BLOCKS
LAYOUT OPTION 05

DESIRABILITY INDEX

5 / 5	STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>
3 / 5	INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>
5 / 5	VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLEYS, OPEN SPACE, ETC.</i>
5 / 5	SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>
5 / 5	CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>
5 / 5	DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>
2 / 5	PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>
5 / 5	DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>
5 / 5	BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>
5 / 5	PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>

45 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY LOT OPTIONS

LAYOUT 05: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



WEST GATEWAY LOT OPTIONS



**LAYOUT 05: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST**

WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS

W GATEWAY BLOCKS
JENKS, OKLAHOMA

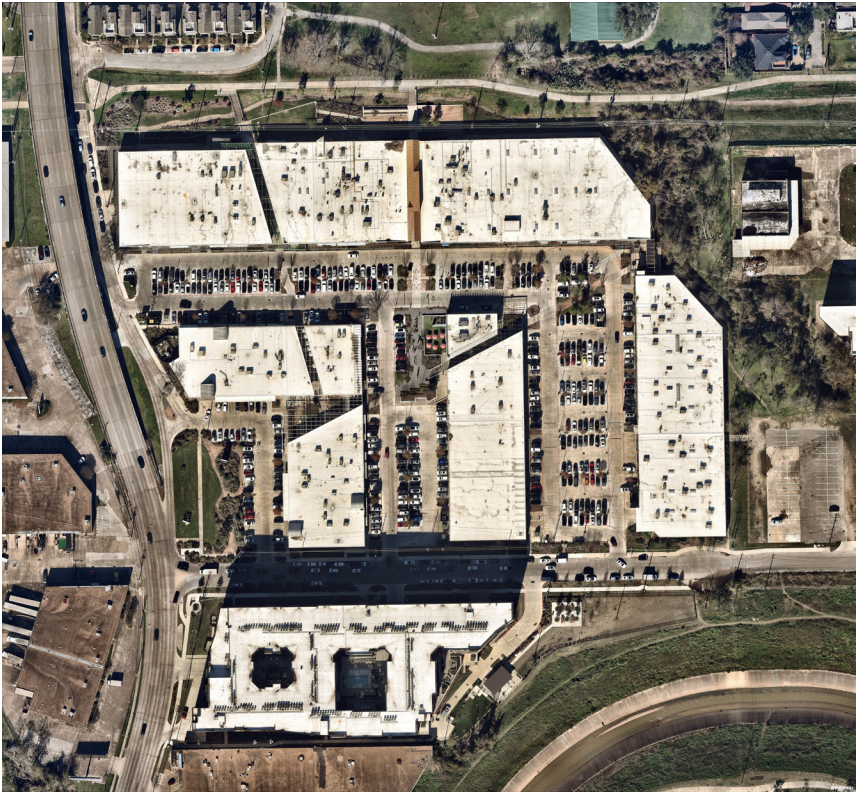


300 FT



1 INCH = 300 FT

M-K-T HEIGHTS
HOUSTON, TEXAS



300 FT



1 INCH = 300 FT

HEIGHTS MERCANTILE
HOUSTON, TEXAS



300 FT



1 INCH = 300 FT

WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS

M-K-T HEIGHTS



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS

HEIGHTS MERCANTILE



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
M-K-T HEIGHTS



40 FT N

WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
HEIGHTS MERCANTILE



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
M-K-T HEIGHTS



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
HEIGHTS MERCANTILE





JENKS DOWNTOWN MASTER PLAN